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Hongkong, 29th April, 1908. [a]598

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Hongkong, 28th January, 1913. [a]616

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Hongkong, 2nd August, 1912. [a]53

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Hongkong, 1st September, 1910. [a]56

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Hongkong, 1st January, 1913. [146]

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Hongkong, 4th December, 1907. [a]34

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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## BIRTH.

On January 22nd, at Shanghai, to Mr. and Mrs. J. Matthews McKee, a daughter.

## MARRIAGES.

On January 21st, at All Saints, Margaret Street, London, W., by the Rev. A. S. Kroenig-Ryan, M.A., assisted by the Vicar, Captain Thomas Arthur, late of the Indo-China Steam Navigation Co., to G. ESTILL, eldest daughter of the Rev. T. B. WILLIAMS, Lingatook Rectory, Crickhowell, Breconshire. (By cable.)

On January 22nd, at H.B.M. Consulate-General, Shanghai, Jacob Ezra Salmon, Barrister-at-Law, to ANNE LEWIS, only daughter of the late Michael and Flora Lewis, of London, England.

## ACKNOWLEDGMENT.

Mr. CHEUNG PUI-KAI and Family beg to thank their many kind friends for their wreaths and condolences with them in their recent sad bereavement.

HONGKONG OFFICE: 10A, DES VOUX ROAD C.  
LONDON OFFICE: 181, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JANUARY 28TH, 1913.

So many stories have come into circulation lately concerning the delay of the International Financial Group in making an advance to the Chinese Government that one wonders why either the Chinese Minister of Finance or the Group itself does not give out some authoritative statement of the reasons for delay, and so avoid the mischief which erroneous reports are likely to create. Not only have we had the statement that the Bankers are hesitating to make an immediate advance because of the unfavourable condition of the money markets in Europe in consequence of the Balkan situation, but we see in the Chinese papers such statements as the following: (1) That Russia requires China's acceptance of the

present Mongolian situation before the Sextuple Loan is completed; (2) the French Minister on the 22nd instant discussed the Loan with an official of the Finance Department and "explained why France objected to making advances"; (3) that the negotiations have failed and that in consequence the President has directed that a certain proportion of official salaries shall be paid in Government notes. And so forth; while Reuter's Agency informs us from London that the only difficulty in the way of an immediate advance is that China and the Group are not yet agreed as to the method of nominating advisers. Meanwhile we note that these appointments are being made. Mr. OUSSEN, for instance, who a few years ago was Commissioner of Customs in Canton, has definitely accepted the post of a director of the Salt Gabelle, the revenues of which are pledged as security for the loan. It is difficult to gather from all these reports what the situation is exactly. It is reported that under the terms of the loan the Sextuple Group would advance £2,000,000 immediately after the signing of the loan, £3,000,000 the next month and £3,000,000 in the succeeding month. That is to say that the Six Countries represented by the Group are required to provide a total of eight million pounds sterling within the next three months, and the accepted explanation in China of the failure to make an immediate advance is that "the bankers evidently find that in the present state of the money markets of the world they will not be able to float the loan for some little time; and if the Balkan situation grows worse the flotation may have to be postponed still longer." Further, a good deal of the advances will have to be made in silver, and the leading Shanghai journal says that "although there is a big stock locally, the stocks in London and Bombay are together less than the total at Shanghai. Hence, if advances are to be made in quick succession, the result might be not only embarrassing to the banks, but very costly to the Chinese Government. There is in the northern papers no suggestion of any difficulty regarding the method of appointing the foreign experts who are to supervise the revenue and expenditure, a matter which one would imagine was discussed and settled long ago. Yet if it be true that China is receiving many offers of financial help from other sources, it seems strange that the Sextuple Group should regard the financial situation as being so adverse in Europe and America as to suggest failure to find eight million pounds sterling for China within the next three months. But one of the telegrams definitely states that the Bankers have made these representations to the Chinese Government, and we are told: "The Chinese Government, having finally recognized the political utility of contracting a loan with the Sextuple Group and having accepted practically all the stipulations laid down by them—including the cancellation of other loan agreements which conflicted with the Sextuple Loan—is naturally disappointed." And so we have again the suggestion that the negotiations have failed, and that China is apparently free to borrow elsewhere, and that as heavy obligations fall due next month there is no time to be lost. The whole position is inexplicable to the general public, but the general idea one derives from the information available is that the difficulties in the way of an advance in February are not of a character that cannot be surmounted.

H.E. The Governor distributes prizes at the Diocesan School and Orphanage to-morrow.

The annual Flower and Vegetable Show is announced for the 7th and 8th of March in the Botanic Gardens.

Mr. H.E. Fulford, C.M.G., has arrived in Tientsin to take over the duties of British Consul-General there.

The marriage is announced of Captain Thomas Arthur, of Messrs. Goddard & Douglas, who is at home on leave, and will be returning to the Colony with his bride by the *Kitano-maru*, due here on February 28th.

A Peking telegram dated January 21 reports that Dr. Sun Yat-sen, on the previous day, returned the Government certificate for the Great Order of Merit which was conferred upon him by the President some time ago.

The weekly return of communicable diseases shows eight cases of small-pox, two of diphtheria, two of enteric fever, one of scarlet fever, and one of puerperal fever. Five of the small pox cases were fatal, all the victims being Chinese.

News has reached Shanghai of the death at Amsterdam of Mr. Johannes de Rijke, the author of the *Astrea Channel*. Mr. de Rijke was employed on consular work by the Japanese Government from 1873 to 1903. He was 70 years of age at the time of his death.

Yesterday was the birthday anniversary of H.M. the Emperor of Germany.

Mr. J. F. Olesen has definitely accepted the Co-Directorship of the Inspectorate General of the Salt Gabelle.

His many friends will be glad to learn that the Hon. Mr. C. Montague Ede, who has been laid up for some weeks, was able to return to his office duties yesterday.

At an extraordinary general meeting of the Shanghai Ice, Cold Storage, and Refrigeration Company, Limited, held last week, the shareholders voted to sell the company to Mr. Herbert Birkett for £1,200,000. 4,239 shares out of 8,000 were represented at the meeting. A letter of protest from 45 shareholders, representing 320 shares, was read at the meeting.

The report that Sir Francis Pigott is leaving Peking would appear to be inaccurate. We note the following paragraph in the *Peking Daily News* of the 18th inst.:—"We hear with regret that Lady Pigott, owing to continued ill-health, is returning to England on Tuesday next. Sir Francis remains in Peking, but in the circumstances has been compelled to abandon the idea of residing in the house which has been renovated in Chuan Kiang Hutung."

A Parsee living at No. 4, Rose Terrace, Kowloon, reports to the police that property in money and jewellery to the value of \$1,314 has been stolen from a safe in his room. The residents left the house early on Saturday for a day's outing. A boy, aged about 16, was left in charge, and at two o'clock, when one of the party returned, it was found that the boy was missing. The robbery was eventually discovered by the owner at 9.30 in the evening, and he reported the matter to the police.

## THE APPEAL COURT.

AN INTERESTING QUESTION.

The newly constituted Appeal Court of Hongkong concluded its first session yesterday with the termination of the hearing of the appeal in the disputed mortgage case. At the close the question was raised as to what would happen in the event of an appeal from the judgment of the Full Court to the Privy Council. Could the two Hongkong judges grant the necessary leave to appeal, or would it be necessary to have the third judge? The Ordinance was consulted, and was found to contain no statement on the subject. It was suggested that if the third judge were deemed necessary the senior magistrate could take his place on the judicial bench. Eventually, it was decided to leave the matter open.

## MURDERS AT SHANKUWAN AND ABERDEEN.

A woman living in a boat at Shaukiwan was murdered and robbed by four men who engaged her boat late on Sunday night. There were two women on the boat. The miscreants assaulted the first woman, cutting her badly about the face and mouth with a knife. They then forced her into the hold and attacked the other woman, whom they killed by strangulation.

At Aberdeen on Saturday the body of an old woman, aged 88 years, was found. She was bound and gagged, and death was apparently due to strangulation. The body was discovered by the wife of an adopted son.

## JAPANESE TRESPASSERS.

NEW ARRIVALS FOUND IN FORT AT SHANKUWAN.

Before Mr. Melbourne at the Magistracy yesterday two Japanese were charged with trespassing on Government property at Shaukiwan.

Inspector Goulay prosecuted, and said that a notice board prohibiting trespassers was erected on the pathway along which defendants went. It was in English and Chinese. The first man was in the employ of the Formosan postal service.

Both defendants said they had been in the Colony only eight days, the first man, who could read and speak English, coming from Formosa and the second from Japan.

His Worship pointed out that there was a large notice board warning trespassers, and it was bound to be seen by anyone passing.

Defendants declared that they did not see it.

His Worship—Did you not know there was a fort there?—No, sir.

What did you want to go down there for?—We were just taking a walk down to Shaukiwan.

His Worship said they ought to have known there was a fort there. They could see it, and they ought to know it was a very serious offence. He pointed out to the defendants that they were liable to a fine of \$100, but he would take into consideration the fact that they had only been in the Colony a few days. They would be fined \$5 or a week's imprisonment.

## ALLEGED COUNTERFEIT COINING BY CHINESE.

At the Magistracy yesterday Detective-Sergeant Grant proceeded against four Chinese on charges of making counterfeit coins, and also with having in their possession plant and implements for making base coin.

Mr. Davidson (of Messrs. Hastings & Hastings) defended the first and third defendants, Mr. Denny, jun. (of Messrs. Denny & Bowley), the second, and Mr. Goldring the fourth.

Sergeant Grant said that on the 4th inst. the police executed a warrant, under the Counterfeit Coin Ordinance, at 191, Queen's Road West, second floor, where the four defendants were found. The first man kept a medicine shop there, and he was a leading partner in the firm and transacted all the business. The second defendant was also a partner and superintended the outside business. The third was a foki, employed by the first man, and the fourth defendant was out of work, but was formerly in the service of the Government. The officer minutely described the various implements he found on the premises for the manufacture of the coins, and proceeded to describe the situation of the rooms and cubicles in the building.

Mr. Hazeland, however, thought it would be better if they inspected the premises, and accordingly the solicitors and others concerned in the case accompanied his Worship.

The case was remanded.

## THE BANKNOTE CASE.

At the Magistracy yesterday, the hearing was resumed before Mr. A. D. Melbourne of the case in which eight Japanese, together with a Chinese not under arrest, are charged with being in possession of a large amount of forged banknotes.

The Japanese interpreter gave evidence in regard to certain documents and letters found on the defendants, and the case was again remanded.

## THE MAGISTRACY.

Inspector Cameron proceeded against four Chinese for street gambling. He said it was a daily occurrence, and Mr. Melbourne fined the men \$3, or in default seven days' hard labour.

Sergeant Cooper prosecuted a Chinese for being in unlawful possession of lottery tickets. Inspector Goulay asked his Worship to take a serious view of the case. The maximum penalty was \$1,000. Mr. Melbourne fined defendant \$300 or six weeks' hard labour.

Inspector McHardy proceeded against a Chinese for being in unlawful possession of lottery tickets. A Chinese detective arrested the man in Queen's Road East. Mr. Hazeland imposed a fine of \$250, or in default three months' imprisonment.

## LOCAL SPORT.

## LAST INTERPORT PRACTICE MATCH.

The last interport practice match will take place to-morrow, 29th inst., on the Hongkong Football Club's ground at 4.30 p.m. against the D.C.L.I.'s regimental football team.

The following will represent the interport team:—Goal, R. S. B. Swan (H.K.P.); backs, A. Hamilton (H.K.F.C.) and Colmer (R.G.A.); half-backs, C. Wilkie, R. C. Barlow (Capt.) and R. J. Brown (H.K.F.C.); forwards, Lewis (R.E.), W. V. Pennell (H.K.F.C.), Pearson (R.E.), Green (R.G.A.) and Dollmann (R.G.A.). Referee, Sergt. A. Wilson.

## HONGKONG RIFLE LEAGUE.

On Saturday last (25th inst.) Taikoo met the Hongkong Volunteers in the above league. The match was shot off in the Taikoo Range and resulted in a win for the Taikoo Club by 73 points.

The following is a list of the scores registered:—

	TAIKOO.
Simpson	32 35 30 97
Bannerman	27 33 29 89
Booth	29 32 25 86
Danby	25 30 30 85
Eldridge	26 23 28 82
Grimshaw	29 23 25 82
Summers	27 30 25 82
Bassford	28 29 23 80
	223 245 218 686

Less handicap for aperture sights. 20

686

## HONGKONG VOLUNTEERS.

Manuk	36 27 28 91
Sorby	36 30 24 90
Stewart	35 25 28 86
Bradbury	35 27 23 85
Anderson	33 26 26 85
Reed	33 23 18 74
Tullock	14 29 30 73
Wood	20 16 20 56
	185 208 197 590

Less handicap for aperture sights. 7

593

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE COUP D'ETAT IN TURKEY.

## UNCENSORED ACCOUNT OF THE MURDER OF NAZIM PASHA.

LONDON, January 27th.

A graphic and uncensored account of Thursday's happenings has come through from Constantinople.

A crowd, numbering over a hundred, and headed by Enver Bey, on horseback, and other members of the Committee of Union and Progress, entered the main gateway of the Porte, the guard offering no resistance. Enver, Nadji, Talaat, and other officers entered the Grand Vizierate, where a Council of Ministers was sitting. Kiamil Pasha's aide-de-camp faced the demonstrators in the ante-room of the Council Chamber, but he, Nazim Pasha's aide-de-camp, and a secret agent were shot dead.

"Nazim Pasha, on coming out of the Council Chamber, fell dead with a bullet through his head.

Enver Bey told Kiamil Pasha that he must either swear to continue the war or resign. Kiamil, who was very cool, chose to resign.

The Ministers remained prisoners till two o'clock in the morning, when they were released.

The crowd outside increased by several hundreds, and patriotic and warlike speeches were delivered, prayers offered and chants sung.

Two British Indians harangued the Moslem gathering, and said that India was with the Turks heart and soul.

The opponents of the Committee were hunted, and they took refuge in the Embassies.

## MOVEMENT OF FOREIGN SHIPS.

H.M.S. *Dartmouth* arrived at Salonika on Saturday night.

According to a telegram from Malta, the *King Edward* and the *Zealandia* have gone to the Aegean Sea.

A message from Port Said says that the *Duke of Edinburgh* arrived there yesterday and almost immediately proceeded to Beirut.

From Paris it is reported that the Minister of Marine has ordered the despatch of two more warships to the East in case of necessity.

## NEGOTIATIONS BROKEN OFF.

The Balkan States have decided to break off negotiations.

The Balkan delegates' letter will declare the Conference broken off owing to Turkey's refusal of their proposals. A draft of the epistle will be submitted at another meeting of the Balkanites to-day, and they will then decide the time of presentation, and also whether the negotiations shall end with the presentation of the letter or some brief period be becomes effective.

In the view of the Allies, allowed to intervene before the rupture, the change of Cabinet and the new Government's manifesto clearly indicating that the reply to the Powers will be in the negative.

The opinion is held in some quarters, especially in view of a certain indefiniteness in reference to the immediate effects of the Balkan delegates' decision, which their statements do not assist to remove, that their action is a piece of bluff and is intended to induce the Powers to exercise stronger pressure on Turkey.

## THE GREEK ATTACK ON JANANI.

A message from Athens states that the weather having improved, the Greek Crown Prince has renewed the attack on the Turkish positions in front of Bizani. The Turks have been considerably reinforced, and are offering a desperate resistance.

## RUSSIAN SYMPATHY FOR MONTENEGRINS.

Reuter's correspondent at Cetinje telegraphs that two million kilograms of corn, the gift of the Tsar to relieve the distress of the Montenegrins, has arrived at Antivari.

[THROUGH REUTER'S AGENCY.]

## MONGOLIANS APPEAL TO RUSSIA FOR MILITARY ASSISTANCE.

LONDON, January 27th.

The correspondent of the *Daily Telegraph* at St. Petersburg telegraphs that the Mongolian Ambassador on Saturday visited M. Jilinsky, the Chief of the General Staff, and begged for future military assistance to organise the Mongolian Forces against a possible Chinese attack in the Spring. At present only two Russian officers are at Urga. They asked for at least ten more and a corresponding number of subalterns and instructors.

## FAMOUS FIELD MARSHAL'S NARROW ESCAPE.

LONDON, January 27th.

Whilst in full cry with the Essex Foxhounds, Field Marshal Sir Evelyn Wood's horse, was impaled on a fence. Sir Evelyn, who is nearly 75 years of age, kept his seat, and borrowing a gun from a farm near by, himself shot the animal.

## GERMAN AERIAL PATENTS.

LONDON, January 27th.

A message from Mannheim states that the German Government has acquired the foreign patents of the Schwaetzelanz Airship Company, with whom negotiations have recently been opened with a view to the construction of their airships in England.

## ROUMANIA AND BULGARIA.

LONDON, January 27th.

It is reported from Bucharest that the King presided at a meeting of the Cabinet Council at which the course to pursue in order to bring the negotiations with Bulgaria to an immediate issue was decided upon. It was decided not to mobilise the troops.

## NAVAL DEVELOPMENTS IN AUSTRALIA.

LONDON, January 27th.

A message from Sydney states that Cockatoo Island Dockyard has been transferred to the Federal Authorities.

The keels of the *Brigance*, the first cruiser to be built in Australia, and of the destroyers *Torrens* and *Devenant* have been laid.

## MORE DUMPED BODIES.

The body of a newly-born Chinese female was found in the Harbour during the week-end. On some waste ground at Yaumati the police discovered the dead body of a six-year-old child. Death in this case was apparently due to small-pox.

## BABY EARL DYED.

LORD ALTAMOUNT'S EXPERIENCE IN THE MUTINY.

Lord Altamont's experience as a baby is surely unique. Born in India, he was seven months old when the Mutiny broke out, and he was dyed, he has just related, in a lecture to the Hantsmere Natural History Society, in order to look like a native child.

His father, the Marquis of Sligo, had been ordered to a hill station, and his mother, who was only twenty years of age, took her baby to Bankipur. There they heard that the native brigade at Dinapur, six miles away, had decided to mutiny and murder the European officers.

The plot was betrayed by a Sepoy, and the Europeans hurriedly collected in the house of the Commissioner, which had been fortified. The place was crowded and the heat intense. The wretched people remained all night, expecting every moment to hear the yell of the rebel soldiers coming to attack them.

To add to their terrors, one lady went out of her mind and rushed out and tried to throw herself down a well. Early in the morning relief came, and Lord Altamont's mother drove to an opium store, four miles down the river, which had also been fortified, to stay with friends.

Contrary to the wishes of her friends, his mother drove back to her house at Bankipur to fetch clothes for herself and her baby. On the return journey, the natives attempted to stop the carriage, and threw stones and brass cooking pots at them. Thinking that they might be killed, she crouched down on the floor of the carriage, with her baby in her arms. After running the gauntlet for a quarter of an hour she arrived safely back at the opium store.

It was at the same spot where Lord Altamont's mother was attacked that some three weeks later Dr. Lyall was murdered. In the opium store they remained besieged for a fortnight, their lives depending on the fidelity of a few Sikhs. There were daily scares that the mutineers were upon them.

It was after one of these scares that his mother's ayah suggested, as a possible means of saving his life, that he should be dyed and passed off as her child. This was done. At last, towards the end of June, a steamer came down the Ganges, crowded with refugees and Lord Altamont and his mother were amongst those who managed to get down to Mowbray. Here they remained in a fortified house, in a constant state of alarm, until the middle of August, when his father, who was the magistrate, was promoted and transferred to Hooghly.



## COMPANY MEETINGS.

## HONGKONG LAND INVESTMENT AND AGENCY CO.

The 25th ordinary meeting of shareholders in the above Company was held yesterday at the offices, Victoria Buildings. Hon. Mr. C. H. Ross presided, and there were also present:—Hon. Sir Paul Chater, Messrs. E. Shellim, C. S. Gubbay, and Ho Tung (directors), E. Bruce Shepherd (Acting Secretary), M. S. Northcote, H. Percy Smith, A. E. Asger, J. H. Seth, Ho Fook, Ho Kom Tong, Lo Cheong Shiu and others.

The notice convening the meeting having been read.

The CHAIRMAN said—Gentlemen,—The reports and accounts, to which is attached the auditor's report, having been in your possession for some time, I will, with your approval, take them as read. From the account now before you it is satisfactory to note that while commission account shows a decrease of some \$1,500 and the revenue derived from sales is only \$1,690 as against \$57,141.87 for the previous year, your principal source of revenue, rent account, shows an increase of some \$15,500 over 1911 and nearly \$40,000 over the year 1910. I am sure you will deem this most satisfactory. During the year the only sales of property that have taken place have been the back portions of two lots on the Praya East and the amount so derived has been credited to the balance of the property still remaining in our possession—the amount shown under this heading, i.e., \$1,690, being a profit made on sales of shares held by the Company. Turning to the other side of our profit and loss account, charges account shows an increase of some \$5,500, which is principally due to the increase in salaries incurred by the leave of absence granted to your secretary, Mr. Hooper, who left on a holiday, after 10 years' continuous service, in February last; during his absence his duties have been performed by Mr. Northcote. Repairs to properties, I am pleased to say, show a decrease of \$8,000. This is mainly due to the fact that we have been fortunate during the year under review in escaping any severe typhoons, otherwise your properties have been kept in good repair. The figures of interest account remain practically the same as in the last statement. As many of you are aware, in connection with the disappearance of the *compradore* of the Hongkong and Shanghai Bank at the end of September last we discovered a shortage of cash in our own *compradore's* account of \$21,000, but I am pleased to be able to tell you that this money has been in part already refunded and security deposited with the Company for the balance, so that we have nothing to write off in this respect and the *compradore* remains in our employ under a new and well secured agreement. Before proposing the adoption of the report and accounts, if shareholders have any questions to put to me, I will endeavour to answer them to the best of my ability.

There being no questions, The CHAIRMAN proposed the adoption of the report and accounts. Mr. GENG—I have much pleasure in seconding the adoption of the report and accounts as presented, and I think that we have reason to congratulate ourselves and the Board of Directors upon the excellent results of the year's work. It is pleasant to note that although we carry forward only some \$16,800 as against \$41,758 at the end of 1911, yet after deducting all the ordinary working expenses we have derived more than our annual dividend from what I might describe as the legitimate source of revenue of the Company, without assistance from sales of property, and it must be borne in mind that it was due to the large amount received from this last source in 1911 that we were able then to carry forward so large an amount. I also notice with pleasure that five per cent. of the rent roll is spent in repairs, from which it appears that the properties of the Company are kept in good repair. It seems to me that the Company is in a very sound position, and we may feel assured of a steady seven per cent. per annum at the very least. Gentlemen, the shares of this Company are being looked upon now as the consols of the Far East and I hope they will continue to be so. I have pleasure then in seconding the adoption of the report.

The motion was carried unanimously. On the motion of Mr. MACHADO, seconded by Captain CLARKE, Messrs. E. Shellim and G. Friesland were re-elected directors.

The CHAIRMAN proposed, that Messrs. H. Percy Smith and A. C. Hynes be re-elected auditors.

Mr. DEACON seconded, and the motion was agreed to. The CHAIRMAN—That is all the business, gentlemen. Dividend warrants will be ready to-morrow. Thank you for your attendance.

## HONGKONG LAND RECLAMATION CO., LTD.

The twelfth ordinary meeting of shareholders in the above Company was held yesterday at the offices, Victoria Buildings. Hon. Mr. C. H. Ross presided, and there were also present:—Hon. Sir Paul Chater, Messrs. E. Shellim, C. S. Gubbay, and Ho Tung (directors), E. Bruce Shepherd (Acting Secretary), M. S. Northcote, H. Percy Smith, A. E. Asger, J. H. Seth, Ho Fook, Ho Kom Tong, Lo Cheong Shiu and others.

The notice convening the meeting having been read.

The CHAIRMAN said—Gentlemen,—Our report and balance sheet, together with the auditor's report having been in your possession for some days, may, I think, be taken as read. From the accounts now before you, it is satisfactory to note that the negotiations for the sale of a part of your property, which I reported at our last meeting, as pending, were successfully carried through in June, resulting in the sale to the Government of 252,254 square feet of land with marine frontage at Kowloon Point, showing a profit of \$631,844.08. Our house property in Yaumati has been leased at a monthly rental of \$300 and was put in thorough order when the lease was made. Interest account, which for some years has been a debit, now shows a credit of \$20,484.88 for the last six months' working. While the year's working shows the satisfactory profit of \$607,692.49 your directors have decided to only pay the usual dividend of 7 per cent. on the paid up capital, and carry forward the remainder so as to be in a position to purchase properties if such be offering, in view of which we have \$550,000 cash on loan at call earning 6 per cent. interest. We still own 429,633 square feet with marine frontage of 650 feet in Canton Road, Yaumati, which is of great value, and I hope that at our next meeting I may be able to announce a satisfactory sale thereof. Before proposing the adoption of the report and accounts, if shareholders have any questions to ask, I will endeavour to answer them to the best of my ability.

There being no questions, The CHAIRMAN proposed the adoption of the report and accounts, which was seconded by Mr. PERCY SMITH, and carried.

Messrs. C. S. Gubbay and Ho Tung were re-elected directors on the motion of Mr. SETH, seconded by Mr. Ho Kom Tong.

The CHAIRMAN proposed that Messrs. W. H. Potts and A. O'D. Gourdin be re-elected auditors.

Mr. ASGER seconded, and the motion was agreed to.

The CHAIRMAN—That is all the business, gentlemen. Dividend warrants will be ready to-morrow.

## WEST POINT BUILDING CO., LTD.

The ordinary meeting of shareholders in the above Company was held yesterday. Hon. Sir Paul Chater presided, and there were also present:—Hon. Mr. C. H. Ross, Messrs. J. W. C. Bonnar and C. S. Gubbay (directors), M. S. Northcote (Acting Secretary), F. Maitland, F. Smyth, E. B. Deacon, R. A. Carvalho, J. M. E. Machado, and E. Bruce Shepherd.

The Secretary having read the notice convening the meeting.

The CHAIRMAN said—Gentlemen,—The report and statement of accounts for the year 1912 together with the auditor's report thereon having been in your hands for the past week, may, I think, be taken as read. The gross receipts for the year under review amount to \$62,348.21, as against \$61,915.91 for the previous year, the Company having had the full year's rental at the increased rate instead of only nine months as in the 1911 accounts, as also the benefit of a considerable decrease in the amount expended on repairs to property, which stands at \$291.50 as compared with \$4,212.33, the amount expended in 1911, which heavy expenditure was, as I told you at our last annual meeting, incurred in putting the property into thorough repair on the taking over by our present lessee, and we are therefore enabled to give you an extra 25 cents per share by way of dividend, making a total dividend for the year of \$4.25 per share, the highest in the records of the Company, and which I have no doubt will meet with your approval. I do not think there is anything further in the accounts now before us which calls for remark, but before proposing their adoption I shall be pleased to answer any questions you may wish to put.

There being no questions the report was adopted on the motion of the CHAIRMAN, seconded by Mr. MACHADO.

Mr. DEACON proposed that the Hon. Mr. Ross and Mr. C. S. Gubbay be re-elected directors.

Mr. MAITLAND seconded, and the motion was agreed to.

The CHAIRMAN moved that Mr. A. C. Hynes be re-elected auditor.

Mr. SMYTH seconded, and the motion was agreed to.

The CHAIRMAN—That is all the business, gentlemen. Dividend warrants will be ready to-morrow. Thank you for your attendance.

## THE P. &amp; O. "NARRUNG'S" EXPERIENCES.

## AN OFFICER'S STORY.

Mr. Hulton, the second officer of the P. & O. steamer *Narrung*, gave a Press representative the following account of the recent adventurous voyage:—

"From the start the weather was unsettled, with a fresh wind and moderately rough sea. The conditions grew worse as we proceeded, and many of the passengers spent Christmas Day in their bunks."

"The ship was decorated, and a distribution of toys was arranged, but very few of the children were about to receive them. The discomforts were great, but were certainly not due to overcrowding. We can take 280 passengers, and we had on board only about 250."

"On Boxing Day about 7 a.m., when we were off Ushant, about twenty miles to the northward, we began to feel the full force of a hurricane. The ship was pitching and lurching heavily, and we had to be hoisted and lowered by hand."

"In the Bay of Biscay the waves were rolling mountains high; I have been through the Bay many times, but have never seen anything like it. The wind was blowing, I should think, from 60 to 70 miles an hour."

"The captain was in charge of the vessel and I went on the bridge at noon. About five minutes afterwards two big waves came up all of a sudden."

"She rose over the first and went down in the trough of the sea; but instead of rising over the second wave she went down, and the sea came over her and swept everything before it."

"The forecast was broken in three places, the winches for handling the cargo were lifted and thrown over as though they had been pieces of paper, part of the rigging was carried away, and the refrigerating room, just against the mast, was completely wrecked."

"No. 1 hatch was stove in and filled with water to a depth of 4 ft. 6 in., while the fore well deck below its proper level, sunk six inches below to be done at one blow. The waves were washing over the decks, and pieces of wreckage were blown over the bridge."

"The top of a ventilator narrowly missed my head. The cabins in the forecast were wrecked, and women and children were up to their knees in water. The doors of the saloon deck cabins were ripped off."

"Water was four feet deep in the starboard bilge of the engine room, and this caused the ship to list about 10 degs."

THE S.O.S. SIGNAL.

"At 12.10, by the captain's order, the *Marconi* operator gave the S.O.S. call, and it was answered by the *Negada* and by a French battleship."

"We kept in communication with these and other ships until the *Narrung* had righted herself. We were able, as it happened, to do without assistance."

"All our eight lifeboats were ready for launching if required and would have accommodated everyone on board, with a boat still to spare. But they could not have lived long in such a sea, and no order was given concerning them."

"Our only chance was to try and turn the ship round—a task requiring fine seamanship, because had the ship received a second shock like the first she must have foundered."

"To the fact that we were able to bring her round safely we owe our lives. When once she had turned we ran before the gale and rode to safety. It was four o'clock next morning before the sea moderated."

FIFTY HOURS ON THE BRIDGE.

"The captain remained on the bridge during the whole time the storm raged, about fifty hours—and neither he nor the chief officer, Mr. Postle, who helped him, tasted food. In point of fact the cooking galley was wrecked."

"Every man on board showed the true British spirit, and I think the engineers deserve special praise for the way they stuck to their work."

"Though the ship looks much battered it is clear that if she had not been a good seaworthy craft she would never have returned."

THE CAPTAIN.

Captain R. Bidwell, surveying the Kentish shore on arrival at Gravesend, remarked, "Well, I never thought very much of Gravesend, but it looks prettier to-day that I ever thought it looked."

"I have had thirty years' experience of the Bay of Biscay," he continued, "and I have never seen such a gale or such tremendous seas as on that afternoon. A mountainous wave struck us. I had never seen anything like it before."

"It tore up the iron deck, turning it back like brown paper."

PASSENGERS' STORIES.

Every passenger who was well enough to give details of the voyage had a pitiful story to tell of the sufferings of all on board in those two terrible days.

The majority of the passengers, owing to the floating of their bunks, were cramped to the dining room, where they remained huddled together preparing for death and expecting every moment to be their last.

Many of them were kept employed, in their night clothes, in baling out the water.

The women and children in particular suffered considerably, and being helpless through sickness were compelled to sit for some hours in their nightdresses knee-deep in the water.

Seven men were imprisoned in one part of the ship by being boarded in their bunks as the only way of keeping out the water.

In the bow of the ship forty women were similarly imprisoned, and it was impossible to reach them with anything in the nature of refreshments.

Every cabin was flooded, and bedding and linen saturated. Many of the passengers have had all their personal effects destroyed, and on the return of the ship to port some of them were engaged in salvaging what remained.

A lady said the huge wave crashed through the cabin door, and they had to scramble on the tables. "I was in my nightgown and barefooted for two days and nights," she added.

Other passengers state that the effect of oil was tried upon the raging waters, but the result was doubtful, although some declare that its placid influence was noticeable.

Mrs. Blackshaw, a Rotherham passenger, said:—"I and another woman with three children shared a cabin. We could not find out what was happening, or even get a drink of water. We had nothing from Tuesday night until Thursday night except a little spot of brandy, which I do believe I should have died."

Mr. Phillips, of Glastonbury, describing his wonderful escape while he went to the assistance of the occupants of the saloon deck cabins on the port side when the doors were hurled away, said:—"I was helping to get the ladies from the soaked cabins to the dining-room, where beef tea was being served, and had just taken hold of an Australian girl—Miss Fritz—when a wave washed us both off our feet. I thought I was in the sea, but we were both caught by the deck railings and so saved."

Mr. Wm. Auld, of Tyneside, said:—"I left Tynemouth with my two sons, my daughter, and my niece. We were going to Australia to the mines. My wife's brother has been there some time. But now we are all going back. I never expected to see land, and I cannot face another voyage now."

Well advanced in years, this man, Mr. Wm. Auld, had found his berth flooded on Christmas night. "None of us have had any sleep since," he added; "we have all been walking about in our clothes."

TEA CULTIVATION.

AGRICULTURAL CONFERENCE.

The *Official Gazette* states that the Hongkong Tea Cultivation Conference, the Civil Administrators and Industrial Commissioners of Hupeh, Hunan, Anhwei, Kiangsu, Kwantung, Kiangsi and Fukien that an Agricultural Conference for the purpose of discussing tea cultivation, will be held on February 2, and requesting the appointment and despatch of representatives from the provinces in question.

OPIMUM AT CANTON.

The Commissioner of Customs for Kwantung states that statistics show that the amount of opium imported between January 1st and 15th of this year was less than one-third of the quantity imported during the same period in 1912.

The British Consul-General at Canton has protested against a clause in the new Opium Prohibition Law, but a telegram appearing in Northern papers states that the Canton Government is paying no attention to the protest because the law is a national and not a provincial one.

## MEDICAL MISSIONARIES IN CONFERENCE AT PEKING.

## ADDRESS BY PRESIDENT YUAN SHIH-KAI.

On the 15th inst. President Yuan Shih-kai gave a reception to the delegates attending the Medical Missionary Conference. The doctors to the number of about 80 went in a body to the President's residence. The officers and Chairman of the Conference had prepared a short address which was read to the President. He replied in a most unaffected manner in simple Mandarin. His address in substance was as follows:

"You physicians have come from other parts of the world to our country to do good deeds in healing the sick and teaching the people the laws of health. You have opened hospitals and schools, translated medical literature and given the people object lessons in hygiene and sanitation."

"During the recent revolution many of you volunteered in the Red Cross work, following the armies or receiving the wounded into your hospitals. You fearlessly faced danger and hardships, showing the love for humanity which impels you in all your work. We want to take you in all your work."

"We appreciate it deeply. We are entering on a new era in China. We need your help and co-operation. We are giving special attention to the question of physical welfare of our people and especially to sanitation and medical education. You can do much in teaching and in bringing to the people the knowledge of the laws of hygiene and sanitation."

"Many of you are citizens of Great Britain and America. These two countries have repeatedly shown their friendship towards China. We trust you will do all in your power to cement this friendship."

The President then shook hands with each delegate and Mr. Sai led them to the next room where tea and cakes were served. The President by his courtesy and unaffected address made a deep impression upon those present. They left with the feeling that they have the entire sympathy of the President of the Chinese Republic in the work that is being done in the missionary hospitals and medical schools.

A TELEGRAPH COMMISSION.

PROBABLE SUCCESSOR TO MR. F. N. DRESSING.

A Telegraph Commission, consisting of Mr. Sah Fu-jin, son of Admiral Sah Ching-ping, Mr. Peterson, of the Chinese Telegraphs, and Mr. Yung Yung-ching, who recently submitted his resignation as Director-General of Telegraphs in Peking, proceeds to Japan shortly in connection with telegraph affairs. Mr. Peterson's selection for this mission is thought to indicate his appointment as successor to the late Mr. F. N. Dressing.

LAW BY EXECUTIVE ORDER.

MODERN POLICE SYSTEM.

A Canton dispatch says:—The Province of Kwangtung by Executive order so frequently that no comments have been aroused in the local press regarding President Yuan Shih-kai's procedure in issuing the temporary Provincial laws and regulations without their having received the approval of the National Assembly.

The Governor General has ordered the establishment in the various districts of Kwangtung of police systems on modern lines. Each district will have to meet the expenses of its own system, and the Provincial Government will appoint inspectors of Police.

OPIMUM SUPPRESSION.

POPPY ROOTED UP.

According to reliable reports from foreigners, no opium is being grown in the Chungking, Yungchuan, Fushan, Suijing, Howchow and Kiangpei districts. A few weeks ago several thousand acres of poppy were growing in the Lin-shui district, owing to the weakness of an official who was himself an opium smoker. This official has been replaced and his successor has ordered all the poppy to be rooted up. The price of opium at Chungking at present is 3,000 cash per ounce. No opium is being grown along the big road between Chungking and Chengtu.

THE WRECK OF THE "SALAZIE."

ESCAPE OF 154 PASSENGERS ON RAFTS.

A message from Paris, dated the 26th ult., says:—

Forty-nine members of the crew of the Messageries Maritimes steamer *Salazie*, wrecked on November 24th south of Diego-Suarez, Madagascar, with 154 passengers, arrived at Marseilles last night in the str. *Djemnah* from Madagascar. They state that the vessel failed to answer the str. *Djemnah* from Madagascar. They were held in a violent cyclone and was thrown upon a coral reef forty miles from the mainland. From seven o'clock one evening till nine o'clock the following night the ship was swept by the waves. Panic seized the passengers, women cried, and a group of English gathered in the saloon and sang "Nearer, my God, to Thee."

Next day, when the weather was calmer, two rafts were launched, and in a deluge of rain, after four successive voyages, all the passengers were successfully landed on a desert island about fifty yards from the wreck. The crew followed, but the second officer, M. Braco, was swept overboard during the efforts to launch the rafts.

For two days the rescued passengers and crew drank rain water, for there was no food or water on the island. Eventually the captain and some sailors succeeded in reaching land in a raft with a rude sail, and after walking for many hours found a Madagascar village, from which help was sent.

THE CUSTOMS SURPLUS.

The British, German and Russian banks in Shanghai in which the Customs' funds are deposited have been instructed to parcel out the Customs surplus to the agents of their respective Powers.

## INTIMATIONS

## SIX YEARS' ITCHING TORTURE CURED

Face and Arms Covered with Eczema. Suffered Immortal Agony. Cuticura Soap and Ointment Effected a Complete Cure in Three Weeks.

"It gives me great pleasure to bear testimony to the marvelous healing properties of Cuticura Soap and Ointment. I have been a victim of eczema for six years, and doctors said it was incurable. I used to dread work for then I got very hot and itched terribly and my arms swelled so at night that I could hardly rest. Then I read the offer of samples of Cuticura Soap and Ointment in the paper, which I advise all skin-sufferers to apply for. Before I tried Cuticura Soap and Ointment I suffered immortal agony but after the sample had relieved me of the itching, I kept on with the treatment for three weeks and it effected a complete cure when doctors had pronounced it hopeless. Cuticura Soap and Ointment are a national boon and a great relief to all who suffer from diseases of the skin. I am a constant user of the Cuticura Soap, and the Cuticura Soap and Ointment are surely invaluable remedies for eczema from which I was a great sufferer until I tried the Cuticura Soap and Ointment." (Signed) Enoch Evans, Baron Hill, Beaumaris, Isle of Anglesea, N. Wales, July 20, 1911.

Cuticura Soap and Ointment afford the speediest and most economical treatment for skin and scalp humors, of young and old. A single set is sufficient to cure. Although Cuticura Soap and Ointment are sold throughout the world, a liberal sample of each, with 32-p. book may be had, post-free, from nearest depot: F. Newbery & Son, 27, Charterhouse St., London, E.C. 1; Towns & Co., Sydney, N. S. W.; Lennan, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter, L. & Co., Boston, U.S.A.

95-17

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS, CHATER ROAD.

CHRONOMETER-MAKERS, WATCHMAKERS.

JEWELLERS AND OPTICIANS

FINE DIAMOND JEWELLERY

A SPECIALITY.

ENGLISH, AMERICAN AND SWISS GOLD AND SILVER WATCHES.

GOLD AND SILVER BRACELET WATCHES.

ENGLISH MOUNTED CHINESE JADE JEWELLERY.

MAPPIN & WEBB'S

SILVERWARE, CUTLERY and PRINCES PLATE.

41



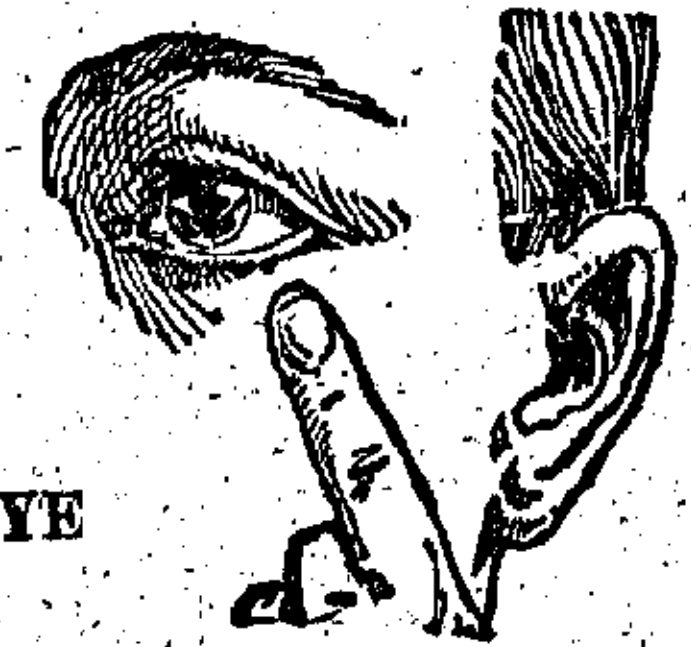
Odol possesses the three essential characteristics of a good dentifrice and mouthwash:

1. It is genuinely antiseptic and prevents decay of the teeth.
2. It is innocuous to the most sensitive mouth.
3. It is agreeable and very refreshing to the palate.

A liquid antiseptic is the only one which is able to penetrate all the hidden cavities of the teeth—tooth-powders or pastes can never do this—but in the case of Odol the antiseptic does its work thoroughly, the good effects lasting for hours after the mouth has been rinsed with it.

[104-21]

OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses. Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN. WE WILL TELL YOU.

CLARK & Co. OPTICIANS. 100, BLOOMSBURY, CHATER RD. HONGKONG.

42



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 38. Telephone No. 12.

## NEW ADVERTISEMENTS

GREEN ISLAND CEMENT COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Office of Messrs. SHEWAN, TOMES & Co., at St. George's Building, 11th Floor, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 13th day of February, 1913, at 12 o'clock NOON, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 25th day of January, 1913, will be submitted for confirmation as Special Resolutions:—

1. That the Memorandum of Agreement bearing date the Nineteenth day of April, 1912, and made between JOSEPH WHITEHEAD, the Honorable Mr. EDWARD O'BRYEN, and the Honorable Mr. HENRY EDWARD POLLOCK (Members of the Committee appointed by the Shareholders of the GREEN ISLAND CEMENT COMPANY, LIMITED, at the Annual General Meeting of that Company held on the Twenty-fifth day of March, 1911), of the one part and SHEWAN, TOMES & Co., in their capacity of General Managers of the GREEN ISLAND CEMENT COMPANY, LIMITED, of the other part, as supplemented by a letter bearing date the Eighth day of May, 1912, and addressed by the said SHEWAN, TOMES & Co., as such General Managers of the said Company, to the above-named Members of the above-mentioned Committee and by the letter of such Members in answer thereto bearing date the 14th day of May, 1912, be and the same is hereby ratified and confirmed by the Shareholders of the said Company.
2. That the regulations contained in the copy of the proposed new Articles of Association of the GREEN ISLAND CEMENT COMPANY, LIMITED (which for the purpose of identification have been submitted by Messrs. SHEWAN, TOMES & Co., as General Managers of the said Company, and which may be inspected by any Shareholder of the said Company at the Office of the said General Managers at St. George's Building, 11th Floor, Victoria, in the Colony of Hongkong, or at the Office of Messrs. DRAGON, LOOKE, DEACON & HARTSON at No. 1, Des Voeux Road Central, Victoria aforesaid, on any week-day between the hours of 10 a.m. and 4 p.m.) be and the same are hereby adopted as the Articles of the said Company to the exclusion of and in substitution for all the existing Articles thereof.

SHEWAN, TOMES & Co.,  
General Managers,  
GREEN ISLAND CEMENT CO., LTD.  
Dated this 27th day of January, 1913. [24]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOMALI,"

Arrived Hongkong on 26th January, 1913.

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

Consignee will be sorted out Mark by Mark and

delivery can be obtained as the Goods are

landed.

Optional Goods will be landed here unless

instructions are given to the contrary within

6 hours.

Goods not cleared within 8 days including

date of arrival will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the

Godowns for examination by the Consignees

and the Company's surveyors, Messrs. GODDARD

and DOUGLAS, at 11 a.m. on MONDAYS and

THURSDAYS. All Claims must be presented

within ten days of the steamer's arrival here,

after which date they cannot be recognised.

No Claims will be admitted after the Goods

have left the Godowns.

E. A. HEWITT,  
Superintendent.

Hongkong, 27th January, 1913. [1]

## "DABBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SHIMOSA."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Ltd.,

at Kowloon, whence and/or from the wharves

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary is given before.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 3rd Feb. will be subject

to rent.

All Claims against the Steamer must be presented

to the Underwriter on or before the

25th Feb., or they will not be recognised.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 3rd Feb. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd., Agents.

Hongkong, 27th January, 1913. [242]

## NEW ADVERTISEMENTS

HONGKONG—BOSTON & NEW YORK



AMERICAN ASIATIC S.S. CO.

FOR BOSTON & NEW YORK VIA  
PORTS & SUEZ CANAL

(With Liberty to call at the Malabar Coast.)

S.S. "INDRADEO" On or about 26th Feb., 1913.

For freight and further information apply to—

SHEWAN, TOMES & Co.,  
General Agents,  
Hongkong, 28th January, 1913. [243]

## THE HONGKONG WEEKLY PRESS &amp; CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Macao-Canton Railway Project.

The New French President.

German Trade in Hunan.

Japanese Politics.

The Problem of Opium Stock.

Peace Prospects in the Balkans.

Japan and China.

Random Reflections.

Hongkong News.

The Magistracy.

Tin-Mining Enterprise in the New Territory.

H.E. the Governor's Visit to Canton.

The Dumping of Dead Bodies.

Well-Known Pugilist Summoned.

Armed Robbery at Wanchai.

The Recent P. & O. Prosecution.

The Politician Murder.

The Bank-Note Case.

Alleged False Banknote Case.

New French Flagship.

Supreme Court.

Actions Against a Chinese Newspaper.

Trade of Philippines.

Golden Wedding in Hongkong.

The Health of the Colony.

The Health Return of the China Squadron.

The Tramway Boycott.

New Solicitor Admitted.

Sir Francis Pigott.

Government Appointments.

The Far Eastern Olympiad.

Naval Movements.

Steamer Burnt in the Red Sea.

Collisions in the Harbour.

Chinese Contractor Fined.

A New Chinese Gunboat.

The Appeal Court.

Siberian Mail.

Rickshaw Coolies' Impertinence.

Troublesome Rickshaw Coolie at Kowloon.

The Legislative Council Vacancy.

Chinese Banks and Rewards.

The Defences of the Philippines.

St. Andrew's Church, Kowloon.

St. John's Cathedral.

Burglary Alarm at Kowloon.

Kowloon Burglar in Custody.

Bangkok-Europe Line.

Shipping Notes.

Canton News.

Presidential Promulgations.

The New Railway in the Kwangtung.

Christianity in Kwangtung.

Shantung Christian University.

Prospects of the Loan.

Recognition of the Republic.

China's National Council.

America in China.

The Election of President in China.

The Opium Label Action at Shanghai.

Opium Planting in China.

Opium Fight.

The Opium Question.

Opium Burned.

Foreign Banks in Japan.

German Interests in China.

The Russo-Mongolian Treaty.

The Registration of Domestic Servants.

Shanghai Trade.

Cotton Looms Damaged at Shanghai.

Death of China's Monetary Adviser.

The Forgery of Kwangtung Currency.

Death of an Indo-China Explorer.

The Discovery of Forged Money at Hong.

U.S. Trade with the Far East.

Company Reports.

Hongkong Land Investment and Agency

Co., Ltd.

The West Point Building Co., Ltd.

Hongkong Land Reclamation Co., Ltd.

Union Waterboat Co., Ltd.

Company Meeting:—

Green Island Cement Co.

Siberian Mails.

The Ellis Kadoorie School.

Telegrams.

Local Sport.

Commercial.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from this Office

to addresses sent; including postage, 34

cents each.

St Cash for three copies.

Subscription: \$12 per annum, payable

in advance; postage \$2.

Hongkong, 28th January, 1913.

## BUDGET OF GOOD THINGS

## JUST ARRIVED

for Children and Grown-Ups.

Selling Off at Bed-rock Prices.

Call Early before the Season is over.

HOOSAIN-ALI & Co.

No. 14, Queen's Road Central.

Hongkong, 24th December, 1912. [45]

## INTIMATION

# LANE, CRAWFORD & Co.

AGENTS FOR  
CHUBB'S FIRE AND BURGLAR PROOF SAFES

CHUBB'S  
STANDARD AND  
BOOK QUALITY SAFES  
FITTED WITH OR WITHOUT  
COMBINATION  
LOCKS.

CHUBB'S LOCKS  
OF EVERY DESCRIPTION.

BRASS DETECTOR

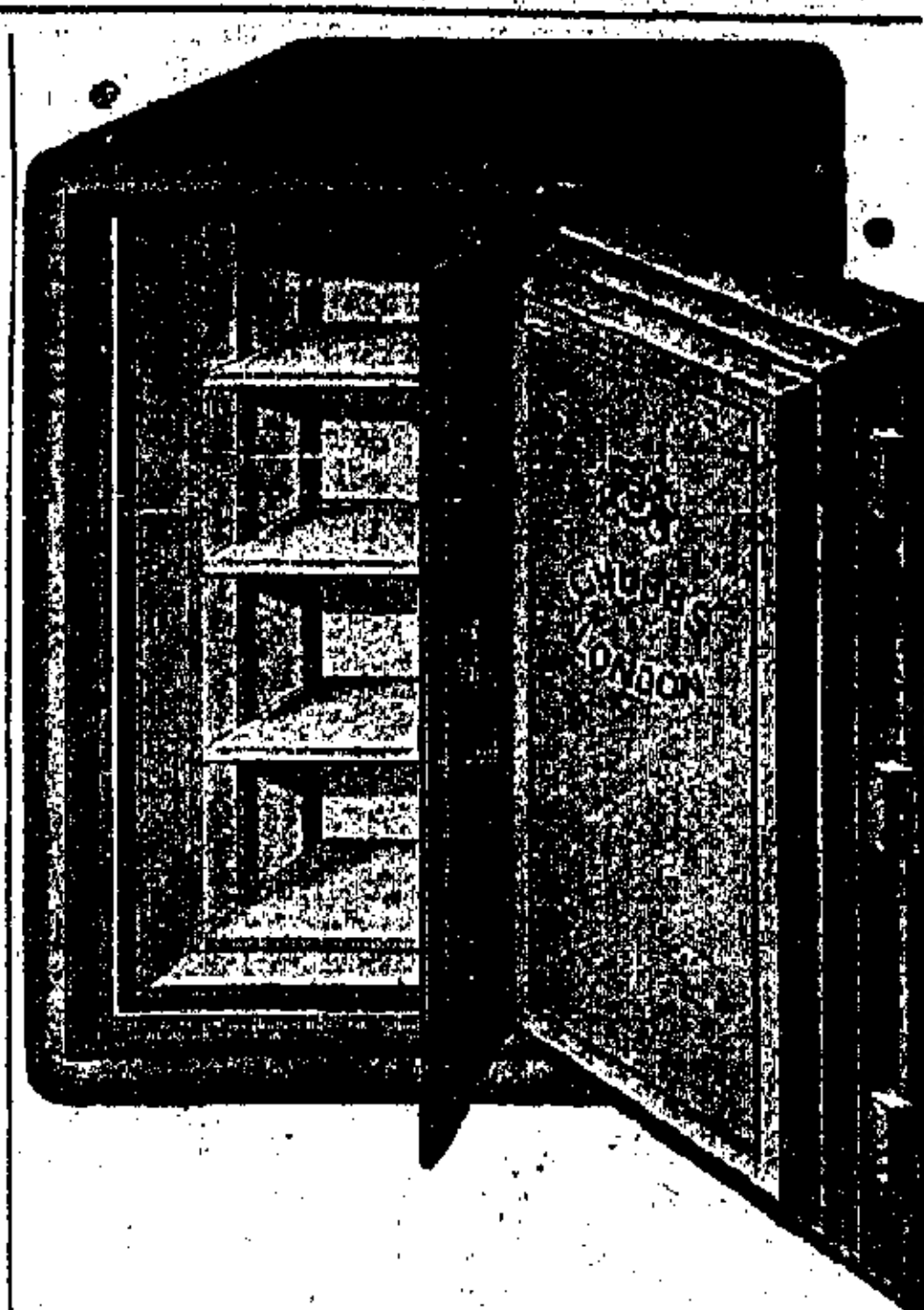
PADLOCKS.

3 LEVER GALVANIZED

PADLOCKS.

DEED AND CASH BOXES,

ETC. ETC.



CHUBB'S  
NEW PATTERN  
LOCKING-BAR.  
INDISPENSABLE  
FOR  
GODOWNS.  
NO PADLOCKS REQUIRED.  
INSPECTION INVITED.

REPAIRS OF EVERY DESCRIPTION UNDERTAKEN.  
ESTIMATES FREE. [46]

## NEW ADVERTISEMENT

HONGKONG HORTICULTURAL SOCIETY.

## ANNUAL SHOW.

THE FLOWER AND VEGETABLE

SHOW will be held on the 7th and 8th

March, in the BOTANIC GARDENS.

Intending Exhibitors should send their

Entry-Forms to the Hon. Secretary not later

than the 25th February.

Copies of Rules and Schedules may be

obtained from the Hon. Secretary,

L. GIBBS,  
6, Robinson Road, Hongkong.

Hongkong, 27th January, 1913. [240]

## NOTICE TO CONSIGNEES.

S.S. "KOREA."

FROM SAN FRANCISCO VIA JAPAN

PORTS AND MANILA.

THE above-mentioned Vessel having arrived,

Consignees of Cargo are hereby notified

to send in their Bills of Lading for counter-

signature and take immediate delivery of Cargo

from alongside. Cargo impeding discharge will

be landed immediately at Consignees' risk and

expense.

Cargo remaining on board after THURSDAY,

30th Jan., at NOON, will be landed at Consignees'

risk and expense.

Cargo remaining undelivered TUESDAY,

4th Feb., at NOON, will be subject to landing

and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will

be examined at the above Company's Godown

MONDAY, 3rd Feb., at 10 a.m.

No Claims will be entertained unless accom-

panied by short delivery note or list of excep-

tions (taken at the time of delivery to Consignees

and signed for and on behalf of the Pacific

Mail S.S. Co.

All Claims must be filed on or before 28th

Feb., otherwise they will not be recognized.

FRED. J. HALTON,  
Agent.

Hongkong, 28th January 1913 [30]

## WANTED.

SKILLED BOOKKEEPER with Consider-

able Mercantile Experience desires

Permanent Situation or Extra Work in closing

any set of Books. No objection to Coast Ports.

Apply to—

"SKILL,"

Care of "Daily Press" Office.

Hongkong, 22nd January, 1913. [217]

## WANTED.

"SCENIC,"

Care of "Daily Press" Office.

Hongkong, 11th December, 1912.

## STOCKBROKERS' ASSOCIATION OF HONGKONG.

## NOTICE.

THE COMMITTEE has decided that the

following shall be the Settling Days

for 1913:—

THURSDAY, 30th January.

FRIDAY, 24th February.

FRIDAY, 28th March.

TUESDAY, 29th April.

THURSDAY, 29th May.



## THE SORE THROAT SEASON.

Sore throat is the complaint of the hour.

The existing weather conditions lower the vitality, thus rendering the body liable to be attacked by the germs which produce sore throat.

Everyone knows the pain in speaking and swallowing, as well as the general feeling of illness and distress more throat produces, just as everyone fears that it may lead to tonsillitis or such serious diseases as diphtheria, scarlet fever, measles, etc., which begin in this way.

Moreover, sore throat is a catching complaint, and hitherto, when one member of the family had got it, others were attacked, so that it frequently ran through the house.

No ailments, as that well-known medical writer, Dr. Andrew Wilson, has stated in one of his books, "are more painful and annoying than those affecting the throat, nor are there any in which it is more difficult by means of ordinary remedies to reach the parts affected," for no gargle can get to the back of the throat and destroy the germs producing the disease, although it is there that they lodge and multiply.

## VIVID MEDICAL TESTIMONY.

Now, Science has discovered in Wulfin's Formant a substance which, harmless in itself, is so powerful that when one of these pleasant-tasting throat lozenges is sucked, it saturates the saliva with the most potent germ-destroyer known to Science. As this saliva is swallowed, it gets into every nook and cranny of the throat, and destroys all germs with which it comes into contact.

Over seven thousand physicians have written in praise of Wulfin's Formant. Its value is attested by a doctor, who writes in *The Practitioner*: "Having tried all the British Pharmacopoeia lozenges, and most of the proprietary antiseptic lozenges, I have become reduced to one, and one only (for sore throat), namely, Wulfin's Formant."

## A PHYSICIAN'S SOLE REMEDY.

So effective is Formant, that Dr. Paul Rosenberg, a celebrated physician of Berlin, declares categorically: "I have put aside every other form of treatment but Wulfin's Formant for cases of sore throat."

Wulfin's Formant not only cures throat complaints, but it also prevents them, for it destroys their germs before they can infect the body. On this subject, a physician writes: "As a preventive of germ diseases, Wulfin's Formant has probably no rivals."

A doctor writes in *The General Practitioner*: "I commend this line of treatment (Wulfin's Formant) with the utmost confidence, as being painless and pleasant, perfectly harmless, proved bactericidal, and easily carried out at any time, by any person and under any circumstances."

## WRITE FOR A FREE BOOKLET.

To obtain these beneficial results, you must use Wulfin's Formant. It is used by some of the most distinguished men and women in England. The Hon. Mrs. Alfred Lyttelton, the wife of the Rt. Hon. Alfred Lyttelton, M.P., Home Secretary in the last English Conservative Government, writes: "I always keep a bottle of Wulfin's Formant Tablets in the house, as I think them excellent for sore throat."

The success of Wulfin's Formant has induced many worthless imitations to be put on the market. If you are offered substitutes which are said to be "just as good," refuse them, for nothing is "just as good" as Wulfin's Formant. It—and it alone—has received the endorsement of the medical profession. You court disaster if you take anything but Wulfin's Formant for your sore throat. A physician has written that he "has tried six substitutes and found not one of them efficacious."

Wulfin's Formant is sold by all Chemists, in bottles of fifty tablets. Write today to Messrs. A. WULFIN & Co., 8, Kuikiang Road, Shanghai, mentioning this paper, and they will be pleased to send you a copy of a Free Booklet, written by a London Physician, dealing with sore throat.

[105-F. 78]

## KOMORS

(KOMOR &amp; KOMOR)

ART AND CURIO DEALERS,

ALEXANDRA BUILDINGS,

HAVE Received direct from the Factory in Smyrna.

## TURKISH CARPETS

to be sold at FACTORY PRICES to introduce them in Hongkong.

KOMORS,

Alexandra Buildings, Hongkong, 22nd January, 1913. [22]

## FISH! FISH!

WE have Just Received

DIRECT FROM ENGLAND,

A New Shipment of Specially Selected Smoked

FILLETS,

KIPPERS,

HADDOCKS.

THE

DAIRY FARM CO., LTD.

[28]

**MARTIN'S ANIPOL STEEL PILLS**

For all ailments of the stomach and bowels, indigestion, flatulence, constipation, biliousness, headache, etc.

**MARTIN'S ANIPOL STEEL PILLS**

## A BRITISH EMPIRE TRADE MARK.

THE CASE OF ITS SUPPORTERS.

The following statement has been issued as representing the views of the promoters of the movement for the establishment of a British Empire Trade Mark:

There has recently been a considerable amount of discussion both in the Press and elsewhere on the subject of the proposed British Empire Trade Mark. For a long time there has been a strong desire among British manufacturers and traders to avail themselves more largely of the preference which many sections of the public, both at home and abroad, have for goods of British origin. It has also been felt that some of the past efforts in this direction, such as the Merchandise Marks Act, have been based on erroneous principles, notifications of foreign origin, for example, "Made in Germany," being marked on certain classes of goods, which is now recognized to have very largely advertised the goods of our rivals, and to have injured rather than helped the British manufacturer. It was therefore felt that an opposite course should be pursued, and that a mark should be adopted advertising the British origin of the goods on which it was used.

But it was also felt that a further step should be taken—namely, to make the mark guarantee that the goods were what they were represented to be. The Trade Mark Act, 1903, gave this opportunity, since it enables an association to register a mark for the purpose of certifying the origin or quality, as the case may be, of the goods bearing it. The course had the further advantage of leaving the use of the mark quite optional so that no trader should be compelled to change his present course of business.

The need for the proposed mark was shown by the extraordinary support the proposal received. It was felt that to control the use of this mark there should be formed a powerful body representative of British trade, and a large number of individuals and chambers of commerce were approached. The result has been that although the proposal is still in a tentative stage the Provisional Council has a list of names such as has seldom, if ever, been collected for any other object, and the supporters of the movement are not only thoroughly representative of British trade, but are also of all political parties.

It is proposed to vest the mark in a corporation specially formed for this object, which will grant licences both to manufacturers and traders to place the mark on goods which the representatives of the corporation are satisfied can be fairly classed as of British origin. The proposed mark also enables a further indication to be put if desired as to the particular portion of the Empire in which the goods were produced. Further, the marks will bear an identifying sign, which will enable the agents of the corporation to know what trader or manufacturer is responsible for marking the goods. This will give an opportunity of proving and checking fraud which does not exist under the present method, where goods may be marked as British without any indication as to who is responsible for such representation.

Necessarily such control will involve a considerable amount of organization, but the support received from traders in this country and in other parts of the Empire makes it quite clear that there would be no difficulty in getting the best assistance both in determining what are British goods, and in keeping up an efficient system for checking abuses of the mark. Further, the body so formed will be able to use its organization for checking other forms of fraud and for generally assisting British manufacturers throughout the world. A small fee will be charged for these licences, and these fees will produce sufficient revenue for providing the requisite organization. It should be mentioned that the constitution of this body would prohibit any division of profits, so that its only interest would be in the furtherance and protection of British trade.

## ANSWERS TO OBJECTIONS.

The chief argument against the mark is that many firms have trade marks which are well known both in this country and abroad, and that their trade would be injured if other and less well-known firms could adopt a widely-known trade mark indicating the British origin of their goods. If there is any substance in this objection it is one that deserves little sympathy. In so far as the older firms have built up a reputation for excellence of manufacture they are entitled to all the benefit flowing from this, and no adoption by other firms of the British Empire Trade Mark would affect their rights. But if what is meant is that in some markets the goods of certain firms practically enjoy a monopoly as far as British trade is concerned, since a purchaser who wants British goods buys their manufactures because he is not certain in other cases that the goods are British, there is no moral reason why these firms should enjoy this advantage and attempt to exclude other British manufacturers from enjoying it.

Another type of opposition is based on the alleged impracticability of working the scheme, the two main difficulties suggested being, first, the difficulty of deciding what are British goods, and secondly, the alleged impossibility of detecting and preventing fraudulent use of the mark. The first difficulty is a real one, but it is one which exists under present conditions and quite apart from the new proposals. The Merchandise Marks Act and the fiscal regulations of many of the Dominions render it necessary in a very large number of cases to distinguish goods of foreign origin from those which are of British origin, and in such cases every individual trader has to solve the problem unaided. In the case of the British Empire Trade Mark this question can be decided by the best opinion of the particular trade, and this will enable some standard to be arrived at as to what constitutes British manufactures in the different classes of goods. The arguments adduced under the second head—namely, that in order to prevent infringements a very large staff would have to be kept up and actions brought in distant countries, really afford very

## WM. POWELL, LTD.

## GENTLEMEN'S OUTFITTING

## PYJAMA SUITS (TAILOR)

LIGHT, MEDIUM AND HEAVY WEIGHT.

## SPECIAL VALUE.

\$6.50 \$8.50 \$11.50

UNSHRINKABLE MATERIALS IN NEAT DESIGNS.

WILLIAM POWELL, LTD.

As a precaution against the constant risk of infection, remember that washing with

## CALVERT'S No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT &amp; CO., Manchester, England. 85

strong argument for the proposal. At the present time individual traders must do this work if they are to prevent their own marks being copied or foreign goods being sold as British. The difficulty is not increased but decreased by having a great central body to do this work. Further, this organization would naturally co-operate with British traders and representatives throughout the world, and while it may fairly claim and expect the co-operation of the latter in protecting the new mark, it is part of the objects of the body to assist traders in putting down imitations of private marks and frauds of all descriptions, and this should be one of the most valuable results of the new movement.

A further objection raised is that there are many countries in which this mark could not be protected. As a matter of fact there are few, if any, where the fraudulent use of this mark could not be restrained. The mark would be a direct representation that the goods sold are British, and where such a direct representation can be proved the criminal laws of most countries will restrain its use. This will minimize some of the difficulties which it is admitted, even by opponents of the mark, that British manufacturers must face at present, in that marks are used on non-British goods which suggest British origin without being such a direct representation as to enable foreign laws to be set in force against them—e.g., the use of the British Crown. There can be no doubt that the general recognition of this proposed mark as the mark which indicate British origin will greatly diminish the injurious effects of such marks.

Many of the objectors answer each other. Some say that no one would use the mark, or at least only firms of inferior standing, and that it would therefore make British origin a badge of inferiority. Others allege that if such a mark were registered practically all manufacturers would be forced to employ it.

The only basis for the first objection is that admittedly the mark would be of more assistance to the smaller firms than to those who already have a mark known to indicate British origin. The second presupposes the success of the mark, and merely emphasizes the fact that, if successful, all manufacturers would wish to use it.

Others say that the use of a mark merely denoting nationality, and not the manufacture of any special firm, would be of no utility and would not stimulate trade. These objections have against them the general opinion of those conversant with the subject, who have long felt, as explained above, that foreign manufacturers have profited by the general advertisement of the origin of their goods given by such phrases as "Made in Germany." And where, as would be the case with the proposed mark, there is not only this appeal of familiarity, but also the appeal of patriotism, the effect would be largely increased. It must be remembered that steps on a smaller scale have been taken in the same direction, as, for example, in the case of the Irish manufacturers, and there seems no reason to be dissatisfied with the success of these attempts.

It is also said that this mark is unnecessary because it is open to traders at present to mark their goods as of British manufacture. This objection neglects entirely the great advantage the new mark will possess in that it will be not merely statement, but a certificate of origin.

Another objection to the mark is that if added to goods bearing marks already well-known it would render these latter marks less distinctive and would cause confusion. To this may be answered, first, that the use of this mark is quite optional, and if a firm considered that

their present mark was sufficient they need not use it. Secondly, it is common practice in many trades, such as the textile trades, to use several marks on goods—e.g., one mark indicating the manufacture and another the special quality of the goods, and no loss of distinctiveness has been found to result in these cases.

The above statement comprises the substance of the chief objections and the answer to the same. As will be seen the chief opposition is on behalf of large firms who fear that a change may benefit their smaller rivals at their expense. There would seem great doubt whether this fear is well founded; but even were it so, would this be a sufficient reason for refusing facilities for a step which should be a general advantage to British trade and commercial honesty?

**THE NEW FRENCH REMEDY, THERAPION**

BLOOD POISON, RHEUMATISM, GOUT, GRAVEL, NEURALGIA, MIGRAINE, SCIATICA, BRUISES, SWELLINGS, FURUNCLES, CARBUNCLES, ETC.

NEW YORK DEPOT: 10, SPRING ST. NEW YORK

NEW YORK DEPOT: 10, SPRING ST. NEW YORK

**BEECHAM'S PILLS**

YOU MAY REST ASSURED that Beecham's Pills will be of great service to you if your stomach is out of order or your liver is sluggish. The conditions of life in these days are so strenuous that every body is at times, overtaken by various derangements of the digestive organs. Even the strongest and healthiest occasionally require a little corrective medicine. It is worth remembering that thousands of people have proved that

speciously exert a curative effect upon the disturbed organs and restore them to their normal healthy state. This splendid preparation has a world-wide reputation for relieving the ailments arising from stomach and liver and kidney disorders, such as indigestion, depression, flatulence, constipation, biliousness, headache, etc. If you have any such symptoms, take Beecham's Pills and depend upon it, they

**WILL DO YOU GOOD.**

Sold in boxes labelled price 9d., 1/11d., & 2/6.

**Van Houten's cocoa**

## BANKS

## INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES: Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS: \$7,000,000 equal \$1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities of the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 22nd November, 1912. [280]

## THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital: Yen 10,000,000 Capital Subscribed (paid up): Yen 5,250,000 Reserve Fund: Yen 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA

BRANCHES AND AGENCIES: Amoy, Anping, Canton, Foochow, Keelung, Swatow, Kobe, Nagasaki, Osaka, Shanghai, Taiwan, Tientsin, Tokyo, Yokohama.

HONGKONG OFFICE: 3, Des Voeux Road.

Interest allowed on Current Accounts Deposits received on terms which may be ascertained on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1911. [1279]

## HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB, Chief Manager.

Hongkong, 1st July, 1911. [19]

## BANKS

## YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL: Yen 48,000,000 PAID-UP CAPITAL: Yen 30,000,000 RESERVE FUND: Yen 17,850,000

HEAD OFFICE: YOKOHAMA. Branches and Agencies at: Antung-Hsien, Liao-Yang, Peking, Port Arthur, Shanghai, Tientsin, Yokohama, Kobe, Osaka, Tokyo, etc.

INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 11th January, 1913. [443]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL: \$15,000,000 RESERVE FUND: \$15,000,000

SILVER: \$17,000,000

RESERVE LIABILITY OF PROPRIETORS: \$15,000,000

COURT OF DIRECTORS: E. S. BULLOCK, Esq., Chairman. F. H. ARMSTRONG, Esq., Deputy Chairman. S. E. DODWELL, Esq. G. FRIEDLAND, Esq. C. S. GUBBY, Esq. G. E. LAURANCE, Esq. F. LIEB, Esq. W. L. PATTERSON, Esq. T. A. PIMMER, Esq. Hon. Mr. C. H. ROSS. H. A. SLEW, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB.

ACTING MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS. For 3 months, 2 1/2 per cent. per annum. For 6 months, 3 1/2 per cent. per annum. For 12 months, 4 1/2 per cent. per annum.

N. J. STABB, Chief Manager.

Hongkong, 23rd November, 1912. [18]

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL: \$1,500,000 SUBSCRIBED: \$1,125,000 PAID UP: \$625,000 RESERVE FUND: \$350,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES: Bombay, Calcutta, Hongkong, Madras, Karachi, Rangoon, Colombo, Kandy, Galle, Singapore, Penang, Kuala Lumpur, F.M.S., Hongkong, Shanghai.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON &amp; Co., Ltd.

BANKERS: BANK OF ENGLAND, LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Customers. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. G. MACDONALD, Manager.

Hongkong, 12th September, 1912. 909

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE: LONDON.

PAID UP CAPITAL: \$1,200,000 RESERVE FUND: \$1,650,000

PROFITABLES: \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 12th April, 1912. [133]

## NEDERLANDSCH-INDISCHE HANDELSBANK.

NEDERLANDS INDIA COMMERCE BANK.

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (\$1,250,000) Paid up Capital Fl. 14,905,250 (\$1,242,112) Reserve Fund Fl. 5,022,161.27 (\$418,513)

HEAD OFFICE: AMSTERDAM. HEAD AGENT: BATAVIA.

LONDON BANKERS: THE WILLIAMS &amp; DUNNELL BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the world.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily Balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per annum.

6 do. 3 1/2 do.

3 do. 3 do.

E. J. H. VAN DER DELEN, Acting Manager, No. 3, Des Voeux Road Central, Hongkong, 7th August, 1912. [21]







# "THE BIG 4" of the PACIFIC MAIL S.S. CO.

<b>MONGOLIA</b> 27,000 tons, twin screws.	<b>COMFORT.</b>	From HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.
<b>MANCHURIA</b> 27,000 tons, twin screws.	<b>SAFETY.</b>	
<b>KOREA</b> 18,000 tons, twin screws.	<b>SPEED.</b>	
<b>SIBERIA</b> 18,000 tons, twin screws.		
<b>NILE</b> ... 11,000 tons.		
<b>CHINA</b> ... 10,200 tons.		
<b>PERIA</b> ... 9,000 tons.		

## SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

**The Cost:** is not more by this route with its unparalleled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £34 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	Tons	Starting
PERIA	9,000	TUESDAY, 28th Jan., at 1 P.M.
KOREA	18,000	TUESDAY, 4th Feb., at 1 P.M.
SIBERIA	18,000	TUESDAY, 18th Feb., at 1 P.M.
CHINA	10,200	TUESDAY, 25th Feb., at 3 P.M.
MANCHURIA	27,000	TUESDAY, 4th Mar., at 1 P.M.
NILE	11,000	TUESDAY, 18th Mar., at 3 P.M.
MONGOLIA	27,000	TUESDAY, 25th Mar., at 1 P.M.
PERIA	9,000	TUESDAY, 15th April, at 1 P.M.

\* INTERMEDIATE STEAMERS.  
Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama, free of charge.

## HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Due Hongkong.
25th Feb. ... CHINA	27th Feb.	21st Feb. ... MANCHURIA	23rd Feb.	
18th Mar. ... NILE	20th Mar.	8th Mar. ... NILE	10th Mar.	
15th Apr. ... PERIA	17th Apr.	15th Mar. ... MONGOLIA	18th Mar.	
13th May ... CHINA	15th May.	5th Apr. ... PERIA	7th Apr.	
3rd June ... NILE	5th June.	13th Apr. ... KOREA	15th Apr.	

## LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.  
**FRED J. HALTON, AGENT.**  
Panama-Pacific International Exposition—San Francisco—1915

# THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

## REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER, B.C.

SEATTLE & TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

STEAMER	SAILING
...	Early March.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

**THE BANK LINE, LIMITED.**  
TELEPHONE No. 780, KING'S BUILDING, PRINCE OF WALES CENTRAL.

# NEW YORK LINE.

REGULAR SERVICE FROM JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.

Operated by Steamers of the AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES. STEAMER EARLY.

For Rates of Freight, and Further Particulars, apply to—  
**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

# AFRICAN LINES.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH AND CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

## PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... End of February.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH AND CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## PROPOSED SAILINGS.

From HONGKONG: ... From COLOMBO: ... Connecting with S.S. "SALAMIS" 10th Feb.

For Rates and Further Information, apply to—  
**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
TUESDAY, 28th JANUARY, 1913.	TUESDAY, 28th JANUARY, 1913.
8 a.m. "FATSHAN."	8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN."	5 p.m. "HONAM."

WEDNESDAY, 29th JANUARY, 1913.	THURSDAY, 30th JANUARY, 1913.
8 a.m. "HEUNGSHAN."	8 a.m. "FATSHAN."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."

**HONGKONG-MACAO LINE.**  
S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.  
HONGKONG TO MACAO.  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 2nd FEBRUARY, 1913.  
The Company's Steamship  
"SUI AN"  
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

**FARES AS USUAL.**  
Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

# JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.  
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**  
Hotel Mansions (First Floor), opposite the Blake Pier.

# SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC  
WESTERN PACIFIC  
DENVER AND RIO GRANDE  
TRANS-CONTINENTAL  
TOYO KISEN KAISHA.

STEAMER	Tons	Speed
S.S. TENYO MARU	21,000	21 knots
S.S. CHIYO MARU	21,000	21 knots
S.S. SHINYO MARU	21,000	21 knots
S.S. NIPPON MARU	11,000	21 knots

HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, croquet, baseball, dances and free newspaper containing World's happenings by wireless.  
The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.  
Through Standard Sleepers, Through Tourist Sleepers, Dining Cars, Observation Cars, Electric Light—Electric Fans, Union Depots.  
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.  
Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.  
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

## WESTERN PACIFIC—DENVER AND RIO GRANDE.

C. LACY GOODRICH,  
GENERAL ORIENTAL AGENT,  
17, MAIN STREET, YOKOHAMA,  
AND KING'S BUILDING, HONGKONG

# AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE.  
Via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND JOUR SAID.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 13th Feb., at 5 p.m.  
S.S. "AFRICA," 8,840 tons, will leave as above on 15th Mar., at 5 p.m.  
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £35 2nd, £19 3rd Class.  
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN TO SHANGHAI.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 29th Jan., at D'light.  
S.S. "AFRICA," 8,840 tons, will leave as above on 1st Mar., at D'light.  
Cheap rates, Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.  
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers. No surtax, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.  
MONTHLY ORDINARY SERVICE TO TRIESTE, ROME AND VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND JOUR SAID.  
S.S. "YORVAERTS," 12,900 tons, will leave as above about 1st Feb.  
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 3rd March.  
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 1st Feb.  
S.S. "AUSTRIA," 14,000 tons, will leave as above about 2nd March.  
Superior accommodation for Saloon Class Passengers.  
ROUND THE WORLD TICKETS ARE ISSUED.  
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to—  
**SANDER, WIELER & Co., Agents,**  
Hongkong, 22nd January, 1913. Princes' Building.

# SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
COPENHAGEN and ... "CANTON" ... 6,500 ... On 30th Jan.  
BALISTIC PORTS ...  
SHANGHAI, YOKOHAMA, ... "YEDDO" ... 7,200 ... On 31st Jan.  
KOBE and MOJI ...  
For Freight and Further Particulars, apply to—  
**ARTHUR NILSSON & CO.,**  
YORK BUILDINGS, TOR FRONZ.

# BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

**EASTWARD.**  
S.S. "JAPAN," 6,013 tons, Captain C. P. Aeddon, will be despatched for YOKOHAMA, KOBE and MOJI on 30th Jan., at Noon.  
S.S. "THONGWA," 6,238 tons, Capt. Fysh, will be despatched to KOBE & MOJI (YOKOHAMA if sufficient inducement offers) on 14th Feb.  
**WESTWARD.**  
S.S. "ARRATOON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 12th Feb.  
S.S. "JELUNGA," 5,206 tons, Capt. D. Macfarlane, will be despatched as above on 17th Feb.  
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.  
For Freight or passage, apply to—  
**DAVID SASSOON & CO., LTD.,**  
AGENTS.

# NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN ...	"GOEBEN," Capt. A. AHLBORN, 18,300	Tuesday, 4th Feb., at 10 a.m.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA ...	"DERFFLINGER," Capt. F. PROSECH, 17,000	About Thursday, 6th Feb.
MANILA, YAP, MARON, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ...	"PRINZ SIGISMUND," Capt. D. LERZ, 6,000	Saturday, 22nd Feb., at 9 a.m.
KOBE and YOKOHAMA ...	"PRINZ SIGISMUND," Capt. D. LERZ, 6,000	About Tuesday, 4th Feb.
KUDAT and SANDAKAN ...	"BORNEO," Capt. F. SHEDDILL, 5,000	Thursday, 30th Jan., at 10 a.m.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.  
For Further Particulars apply to—  
**NORDDEUTSCHER LLOYD, MELOHRS & Co.,**  
GENERAL AGENTS HONGKONG AND CHINA.  
Hongkong, 27th January, 1913.

## PASSENGER SEASON 1913.

# NORDDEUTSCHER LLOYD BREMEN TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
"GOEBEN" ... 17,300 TONS	ON FEBRUARY 4TH.	
"BREMEN" ... 21,000	ON FEBRUARY 19TH.	
"DERFFLINGER" ... 17,250	ON MARCH 4TH.	
"PRINZ EITEL FRIEDRICH" ... 16,000	ON MARCH 19TH.	
"BUELOW" ... 17,250	ON APRIL 1ST.	
"PRINZESS ALICE" ... 20,300	ON APRIL 16TH.	
"LUETZOW" ... 17,300	ON APRIL 29TH.	

\* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE. CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.  
All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)  
EARLY BOOKING RECOMMENDED.  
For Further Particulars, apply to—  
**MELOHRS & Co., GENERAL AGENTS.**  
Hongkong, 17th December, 1912.

# PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	On 5th Feb., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 15th Feb., 4 P.M.

For Freight or Passage, apply to—  
**SHAW, TOMES & Co., General Managers,**  
HONGKONG, 28th January, 1913. PHILIPPINES S.S. CO.

# MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

**BRITISH.**  
Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 h.p., Comdr. Lamb, Hongkong.  
Atlas, admiralty tug, 615 tons, 1,400 h.p., Hongkong.  
Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. E. Frithard, Kluang.  
Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. H. Darwall, Hankow.  
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d., Commr. Hugh P. F. Williams, Shanghai.  
Clorn, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.  
Jlio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. Mackenzie D.S.O., Canton.  
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt.-Comdr. W. J. Kinson, Hongkong.  
Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Brickenden, Hongkong.  
Jenny, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut. Comdr. Boddam Whetham, Hongkong.  
Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, C.S.I., Saigon.  
Kinsh, river gunboat, 616 tons, i.h.p. 1,200, Lt.-Comdr. H. Marston, Hankow.  
Marlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Capt. F. C. C. Fasso, Hongkong.  
Minotaur, armoured cruiser (Bagship), Vis-Admiral Sir A. L. Winslow, K.C.B. (V.O.), C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Saigon.  
Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. B. H. F. Bartlett, M.V.O., Hongkong.  
Moonen, river gunboat, 180 tons, 2 guns, i.h.p. 600, Lieut. Comdr. Allen Dixon, West River.  
Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 F.D., Captain George P. E. Hunt D.S.O., Hongkong.  
Nightingale, river gunboat, 85 tons, 240 hp, Lt.-Comdr. Malcolm Murray, R.N., Yangtze.  
**OTHER.**  
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Lieut. Comdr. Chambers, Hongkong.  
Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. E. J. G. Mackinnon, Hongkong.  
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. J. Hestwood-Nash, West River.  
Rosario, depot ship for Submarines, 920 tons, i.h.p. 1,400, Lt.-Commr. N. E. Archdale, Hongkong.  
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. I. A. S. H. Hutton, Hongkong.  
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.  
Takar, torpedo boat destroyer, 395 tons, i.h.p. 6,000, Commr. W. H. Ryder, Hongkong.  
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore K. Anstruther, C.M.G., Hongkong.  
Teal, river gunboat, 180 tons, 2 guns, 830 i.h.p., Lieut. Comdr. Hon. Guy Stopford, Chungking.  
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Com. H. R. N. Cottrell-Dormer, Hankow.  
Uak, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Maxwell, Hongkong.  
Virago, torpedo-boat destroyer, 39 tons, 6 guns, 6,500 h.p., Lieut. Comdr. Harold D. Adair, Hongkong.  
Welland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Comdr. Symonds, Hongkong.  
Waiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut. Comdr. R. Noville, Hongkong.  
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Comdr. M. H. Wilding, Kiating.  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. M. B. R. Macleod, Yangtze.  
Woodhark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Robin W. Lloyd, Hankow.  
Submarines—  
No. 35, Geoffrey Harbert, Lieut. Commr.  
No. 37, A. A. L. Fournier, Lieut. Commr.  
No. 38, J. R. E. Coddington, Lieut. Commr.  
T.B. 035, Lt. Com. Handley, West River.  
T.B. 036, Lt. Com. Stilleman, Hongkong.  
T.B. 037, Lt. Com. Nicol, West River.  
T.B. 038, Lt. Com. Seymour, West River.



## SHIPPING

## ARRIVALS.

CHIN HUA, British str., 1,349, Benson, 26th January—Shanghai—23rd January.  
 Nil—Butterfield & Swire.  
 DUMBEA, French str., 3,219, Sollier, 27th January—Yokohama 18th January, General—Messageries Maritimes.  
 HASO, French str., 739, A. Marquerite, 26th January—Haiphong and Pakhoi.  
 24th January, General—A. R. Marty.  
 YOKOHAMA, German str., 952, H. Ipland, 26th January—Haiphong and Holbow.  
 22nd January, General—Jensen & Co.  
 KANOK, Norwegian str., 949, S. Falk, 27th January—Wakamatsu 21st January, Coal—Mitsui Bussan Kaisha.  
 MEXICO MARU, Japanese str., 3,760, N. Kobayashi, 27th January—Yokohama 24th December, General—Osaka Shosen Kaisha.  
 MISHIMA MARU, Japanese str., 5,270, A. E. Moses, 27th January—Shanghai 24th January, General—Nippon Yusen Kaisha.  
 MURK, British str., 3,006, H. Miles, 27th January—Tarakon 20th January, Liquid Fuel—Asiatic Petroleum Co.  
 SHIMOSA, British str., 4,321, H. S. Best, 27th January—New York 24th November, General—Doddwell & Co.  
 SHANAI, British str., 27th January—Canton.  
 THILWONG, Dutch str., 3,061, Scholten, 27th January—Sourabaya 17th January, Sugar and General—Java-China-Japan Line.  
 VOLUTE, British str., 2,095, Wilton, 26th January—Kobe 25th January, Ballast—Asiatic Petroleum Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
 January 27th.  
 DUMBEA, French str., for Saigon.  
 FURST BULLOW, German str., for S'pore.  
 SOMALI, British str., for Yokohama.  
 WINGANG, British str., for Shanghai.

## DEPARTURES.

January 27th.  
 CHIN HUA, British str., for Canton.  
 HAKATA MARU, Japanese str., for S'pore.  
 RUBI, American str., for Manila.  
 TAMSUI, British str., for Swatow.  
 YUSHUN, Chinese str., for Canton.

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
 The P.M. S.S. Co's str. Korea is due to arrive at this port from Manila this morning, between 8 and 10 a.m.  
 The P.M. str. Siberia left San Francisco on the 9th January, for Hongkong, via Honolulu, Japan ports and Manila.  
 The P.M. str. China left San Francisco on the 17th January, for Hongkong, via Honolulu, Japan ports and Manila.  
 The T.K.K. str. Shingo Maru arrived at Yokohama from Honolulu on the 21st January, and is due here on the 3rd January.  
 The P.M. S.S. Co. str. Manchuria left San Francisco for this port, via Honolulu, the usual Japan ports and Manila on Thursday, the 3rd inst.  
 THE AUSTRALIAN MAIL.  
 The I.G.M. str. Prinz Sigismund left Sydney on Saturday, the 11th of January, at 11 a.m., and may be expected here on or about Monday, the 3rd of February.  
 The E. & A. str. Aldenham left Sydney on the 15th January, for this port (via Queensland ports and Manila).  
 The E. & A. str. Empire left Sydney on the 20th January, for this port (via Queensland ports, Timor and Manila).  
 THE ENGLISH MAIL.  
 The P. & O. S. N. Co's str. Himalaya left Singapore for this port on the 25th inst., at 10 a.m., with the outward English mails, and is due here on the 30th inst., at about 10 a.m.  
 MERCHANT STEAMERS.  
 The A.L. str. Bolenta left Singapore for this port on the 23rd January, p.m., and will arrive here on the 29th January, a.m.  
 The Danish str. Tranquebar left Singapore on the 23rd January, and may be expected here on or about the 28th January.  
 The A.L. str. E. F. Ferdinand left Singapore for this port on the 22nd January and will arrive here on the 30th January.  
 The A.A.S.S. Co's str. Inverclyde passed the Suez Canal on the 7th January, and is due here on or about 5th February.  
 The T.K.K. str. Bugo Maru left Callao for Salina Cruz on the 14th January, and is expected to arrive in Hongkong on the 20th March.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

Onsaga, from Chiwanlao, is due in Hongkong 31st January.  
 Chongang, from Shanghai, is due in Hongkong 28th January.  
 Huanang, from Shanghai, is due in Hongkong 25th January.  
 Yatshing, from Calcutta, is due in Hongkong 1st February.  
 Namsang, from Calcutta, is due in Hongkong 4th February.  
 Fookshing, from Guaymas, is due in Hongkong 5th February.  
 Fookshing, from Guaymas, is due in Hongkong 5th February.  
 Den of Crombie, from London, is due in Hongkong 6th February.

## PASSED THE CANAL.

December 27th—Antenor, Australien, Glenlogan, Melian, Tyden, 31st—Benedi, Benvenue, Hirono Maru, Lennos, Somali, Yeddo, January 3rd—Bayern, Belgavia, Kanagawa Maru, Princess Alice, Ville de la Ciotat, Protetlaus, 7th—Atholl, Flinthire, Hatachi Maru, Inverclyde, Menelaus, Nite, Teucer, Den of Crombie, Rheus, 10th—Azar, Benlomon, Himalaya, Nemur, Estonia, 14th—Australien, Derfanger, Liberia, Ping Suez, Priam, Sevia, Africa, 17th—Andalusia, Austria, Errol, Lutov, Manchester Castle, Silezia, Lango Maru, Yangtze, Paul Leat, 21st—Keemun, Miyasaki Maru, Myrdmon, Stentor, Atrius, Ecclesia, 24th—Calado, men, Moyune, Perseus, Sicilia, Glenfarg, Nankin.

## ARRIVALS AT HOME.

January 24th—Tango Maru, Africa.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.						
SECTIONS.						
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point			
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, & A. USUAL PORTS OF CALL.	ASSAYE...	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	On 1st Feb., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA...	Brit. str.	—	C. E. Irving, R.N.R.	P. & O. S. N. Co.	About 5th Feb.
LONDON & ANTWERP.	PEMBROKESHIRE...	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 5th Feb.
HAYRE, BREMEN & HAMBURG, &c.	ALZHEIM...	Ger. str.	k. w.	—	—	On 5th Feb.
HAYRE, BREMEN & HAMBURG, &c.	BRIGATA...	Ger. str.	k. w.	—	—	On 5th Feb.
HAYRE, BREMEN & HAMBURG, &c.	O. J. D. AHNES...	Ger. str.	k. w.	—	—	On 5th Feb.
MARSEILLES, BREMEN & HAMBURG, &c.	MISHIMA MARU...	Jap. str.	—	—	—	On 16th Mar.
MARSEILLES, BREMEN & HAMBURG, &c.	GOLDENWIS...	Ger. str.	k. w.	—	—	On 16th Mar.
MARSEILLES, BREMEN & HAMBURG, &c.	BELOGRADIA...	Ger. str.	k. w.	—	—	On 16th Mar.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	YOKOHAMA MARU...	Jap. str.	—	—	—	On 16th Mar.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	MEXICO MARU...	Jap. str.	—	—	—	On 16th Mar.
NAPLES, GENOA, ALGERIE, GIBRALTAR, S'pore, MANILA	CHICAGO MARU...	Jap. str.	—	—	—	On 16th Mar.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	GOREN...	Ger. str.	—	—	—	On 16th Mar.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	VOERWAERTS...	Aus. str.	—	—	—	On 16th Mar.
NEW YORK VIA SUEZ CANAL	INDHADI...	Brit. str.	—	—	—	On 16th Mar.
BOSTON & NEW YORK	LOVAT...	Am. str.	—	—	—	On 16th Mar.
BOSTON & NEW YORK VIA SUEZ CANAL	EMPEROR OF JAPAN...	Brit. str.	2 m.	—	—	On 16th Mar.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE...	Brit. str.	2 m.	—	—	On 16th Mar.
VANCOUVER (B.C.) & PORTLAND (Or.)	SITHONIA...	Ger. str.	k. w.	—	—	On 16th Mar.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PEREIRA...	Am. str.	—	—	—	On 16th Mar.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOREA...	Am. str.	—	—	—	On 16th Mar.
COPENHAGEN & BALTIC PORTS	SHIBUYO MARU...	Jap. str.	—	—	—	On 16th Mar.
AUSTRALIAN PORTS VIA MANILA	CANTON...	Swed. str.	—	—	—	On 16th Mar.
AUSTRALIAN PORTS VIA MANILA	EASTERN...	Brit. str.	—	—	—	On 16th Mar.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA...	Brit. str.	1 m.	—	—	On 16th Mar.
CAPEPORTS VIA MANILA	NIKKO MARU...	Jap. str.	—	—	—	On 16th Mar.
CAPEPORTS VIA MANILA	PRINZ SIGISMUND...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & MOJI	DUNDEE...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	JAPAN MARU...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	E. F. FREDERICK...	Aus. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	QUILLOA...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	HITACHI MARU...	Jap. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	YATSHING...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	PRINZ SIGISMUND...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	TRONGWA...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	KUMANO MARU...	Jap. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	THILWONG...	Dut. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	WINGANG...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	BOHEMIA...	Aus. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	YOKOHAMA MARU...	Jap. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	CHANGSHA...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	CHANGSHA...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	HIMALAYA...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	CHOYANG...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	YENDO...	Swed. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	ANRU...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	KIRIN MARU...	Jap. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	DEEPFLINGER...	Ger. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	DEN OF CROMBIE...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	O. J. D. AHNES...	Ger. str.	k. w.	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	TIPODAS...	Dut. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	KATO MARU...	Jap. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	SOHBU MARU...	Jap. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	DAIJIN MARU...	Jap. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	CHANGSHA...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	CHANGSHA...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	HAITUN...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	HAITUN...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	TEAN...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	YUENSANG...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	KAIPONG...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	ZAPIDO...	Am. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	LOONGSANG...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	RUBI...	Am. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	TITLORON...	Dut. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	KAWACHI MARU...	Jap. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	UPADA...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	POKONG...	Jap. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	TOGA MARU...	Jap. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	ABRATON APGAR...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	BOREO...	Ger. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	SINGAN...	Brit. str.	—	—	—	On 16th Mar.
YOKOHAMA, KOBÉ & SHANGHAI	SH-KIANG...	Frean. str.	—	—	—	On 16th Mar.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 FOR SHANGHAI VIA SWATOW ..... "WINGSANG" ..... Tuesday, 28th Jan., Noon.  
 FOR SHANGHAI ..... "CHOYANG" ..... Friday, 31st Jan., 10 a.m.  
 FOR SHANGHAI ..... "YUENSANG" ..... Saturday, 1st Feb., 2 p.m.  
 FOR SHANGHAI ..... "YATSHING" ..... Tuesday, 4th Feb., Noon.  
 FOR SINGAPORE, PENANG & CALCUTTA ..... "FOOKSANG" ..... Thursday, 6th Feb., Noon.  
 FOR MANILA ..... "LOONGSANG" ..... Saturday, 8th Feb., 2 p.m.

## RETURN TOURS TO JAPAN.

The Steamers "KURANG", "NAMRANG" & "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangtze, Ports, Chafoo, Tientsin, Dally, Weihaiwei, Tsingtau and Newchwang. Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Hongkong, 28th January, 1913. GENERAL MANAGERS. (14)

## BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBÉ, HONGKONG AND RANGOON.

## WESTWARD.

The S.S. "UPADA", 5,257 tons gross, Captain Logan, will be despatched for SINGAPORE, PENANG and RANGOON To-day at Noon, and will be followed by the S.S. "FULTALA", 4,154 tons gross, Capt. H. W. Talbot, sailing hence on or about the 9th Feb., at Noon, taking Cargo at Current Rates.

## EASTWARD.

The S.S. "QUILLOA", 7,697 tons gross, Captain Cole, will be despatched for YOKOHAMA and KOBÉ on the 11th Feb., at Noon, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Hongkong, 28th January, 1913. AGENTS. (15)

## THE ROYAL MAIL STEAM PACKET COMPANY.

## "SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR LONDON & ANTWERP ..... "PEMBROKESHIRE" ..... About 5th Feb.  
 FOR SHANGHAI, KOBÉ & YOKOHAMA ..... "DEN OF CROMBIE" ..... About 10th Feb.  
 FOR LONDON & ANTWERP ..... "CARMARHENSHEIRE" ..... About 1st Mar.  
 FOR SHANGHAI, KOBÉ & YOKOHAMA ..... "DEN OF GLAMIS" ..... About 10th Mar.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., AGENTS. Hongkong, 17th January, 1913. (16)

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY. PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN, N.B. SUBJECT TO ALTERATION.

## FOR VANCOUVER.

From Hongkong. "EMPEROR OF JAPAN" Sat., 8th Feb. "MONTEAGLE" Sat., 8th Mar. "EMPEROR OF JAPAN" Sat., 5th Apr. "EMPEROR OF JAPAN" Sat., 26th Apr. From St. John. "EMPEROR OF IRELAND" Fri., 7th Mar. "EMPEROR OF IRELAND" Fri., 4th Apr. "EMPEROR OF IRELAND" Fri., 2nd May. "ALLAN LINE" Fri., 23rd May.

Steamships leave HONGKONG at 7 a.m. SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express. Train and at ST. JOHN, N.B., with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate (Steamship) ..... £49 ..... £51.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the Atlantic Continent by Canadian Pacific direct line.

The "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China. Chinese Porters, Stevedores and Prayers available at the Pier.

## RUSSIAN VOLUNTEER FLEET.

THE STEAMERS of the RUSSIAN VOLUNTEER FLEET calling at Hongkong on a month both ways, Homeward and Outward, will accept Cargo and Passengers for the Ports they have to call at on the way, according to the schedule, as—

HOMeward Bound Steamers for Singapore, Penang, Colombo, Djibouti, Hodeidah, Djeddah, Suez, Port Said, Constantinople, Batoum, Odessa.

OUTWARD Bound Steamers for Nagasaki and Vladivostok.

The Hongkong Agency of the R.V.P. will also accept Cargo and issue through Bills-of-Lading for all Black and Azov Sea Ports with transshipment at Odessa, and for Hakodate and all ports of Tartarian Strait and Kamchatka, with transshipment at Vladivostok.

Cargo for all European Ports not mentioned in the Steamer's schedule WILL NOT BE ACCEPTED by this Agency.

Next Sailings:—The S.S. "KOSTROMA", 3,305 R.T. Commander Petroff-Tokareff, Outward Bound, is expected to arrive in Hongkong about the 7th February, 1913.

The S.S. "YAROSLAV", 4,494 R.T. Commander L. Alexoff, Outward Bound, is expected to arrive in Hongkong about the 11th February, 1913.

The S.S. "VORONEJ", 5,616 R.T. Commander Oranovsky, Homeward Bound is expected to arrive in Hongkong about the 22nd February, 1913.

For Freight, Passage and further particulars, apply to CAPTAIN D. A. LUKHMANOFF, AGENT, Hotel Manion, 3rd Floor, Telephone No. 1224. Hongkong, 24th January 1913. (17)

## VESSELS ON THE BERTH

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALACCA COAST).

## PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK, S.S. "LOVAT" ... On or about 30th Jan. For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 3rd January, 1913. [1421]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR: BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS. THE Steamship

"ASSAYE," Captain G. W. Cockman, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 1st February, 1913, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co's s.s. "MALOJA," 12,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for Fremantle, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "Egypt" due in London on the 15th March, 1913.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 20th January, 1913. [1]

## THE "INDRA" LINE, LIMITED.

For NEW YORK VIA SUEZ CANAL (With Liberty to Call at the Malacca Coast).

THE Steamship "INDRAWADI," Captain Charters, will be despatched as above about 10th February.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 17th January, 1913. [102]

## SHIPPING REPORTS.

The British str. Chinghua reporting Strong N.E. wind and rough to moderate seas throughout.



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	HIMALAYA	About 30th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 1st Feb.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	SUNDA	About 5th Feb.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 27th January, 1913.

# CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU AND ILOILO	"TEAN"	On 28th Jan., 4 P.M.
SHANGHAI, TSINGTAU, WEI	"FENGTIEN"	On 30th Jan., D'light.
HAIPHONG	"SINGAN"	On 30th Jan., 10 A.M.
SHANGHAI	"CHINHUA"	On 30th Jan., 4 P.M.
SHANGHAI	"ANHUI"	On 1st Feb., M'light.
MANILA, CEBU AND ILOILO	"KAIFONG"	On 4th Feb., 4 P.M.

MANILA CARNIVAL. Special Reduced Fare \$50 Return.—S.S. "TEAN" sailing 28th January.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTIAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft; Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bills of lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—  
HONGKONG, 28th January, 1913. BUTTERFIELD & SWIRE, AGENTS. 7

# HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO to MARSEILLES, HAVRE, BREMEN and LONDON and to NEW YORK and from HONGKONG, MANILA and YOKOHAMA to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, KOBE and YOKOHAMA:	FOR HAVRE, BREMEN & HAMBURG:
S.S. O. J. D. AHLERS 11th Feb.	S.S. ALTMARK ... 5th Feb.
S.S. SILESIA ... 15th Feb.	FOR MARSEILLES, BREMEN, HAMBURG & ANTWERP:
S.S. SUEVIA ... 15th Feb.	S.S. GOLDENFELS ... 10th Feb.
S.S. SPECIA ... 26th Feb.	FOR HAVRE, ROTTERDAM, BREMEN & HAMBURG:
S.S. ECANDIA ... 10th Mar.	S.S. BEISGAVIA ... 8th Mar.
S.S. SITHONIA ... 23rd Mar.	FOR MARSEILLES, BREMEN & HAMBURG:
	S.S. BELGERIA ... 15th Mar.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. O. J. D. AHLERS 16th Mar.
	FOR VANCOUVER (B.C.) & PORTLAND (Or).
	S.S. SITHONIA ... 22nd Mar.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 27th January, 1913.

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR  
SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 28th Jan., at 1 P.M.
"HAIYAN"	Capt. J. S. Roush	FRIDAY, 31st Jan., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 4th Feb., at D'light.

\* This Steamer will not Call at Swatow.

FOR SWATOW AND RETURN.  
(Occupying 5 Days)."HAIMUN" ... Capt. J. W. Evans ... WED'DAY, 29th Jan., at 10 A.M.  
(SUNDAY, 2nd Feb., at 10 A.M.)

Steamers will arrive at and Depart from the Company's Wharf (near Black Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 28th January, 1913.

# THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN EMPIRE	7th Feb.	On 1st Feb., 11 A.M. On 1st Mar., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A First-Class Cabin has Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

# TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND  
TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 11th Feb., Noon.
CHIYO MARU	W. W. Green	TUESDAY, 11th Mar., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 1st April, at Noon.
TENYO MARU	E. Bent	TUESDAY, 8th April, at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 11th February, at Noon.

# SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS!

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.
HONGKONG MARU	11,000	WED'DAY, 4th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Black Pier).

# COMPAGNIE MARITIME INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

FORTNIGHTLY: TONKIN FAST LINE.  
in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1st and 2nd Classes) will leave Hongkong for  
KWANG CHOW WANG AND HAIPHONG,  
on WEDNESDAY, the 29th Jan., 1913, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leave
"MEXICO MARU"	N. Kobayashi	WED'DAY, 5th Feb., at 2 P.M.
"CHICAGO MARU"	I. Goto	THURSDAY, 20th Feb., at 2 P.M.
"CANADA MARU"	K. Hori	WED'DAY, 5th Mar., at 2 P.M.
"TACOMA MARU"	T. Kamada	SATURDAY, 22nd Mar., at 2 P.M.
"PANAMA MARU"	J. Kanasa	WED'DAY, 2nd April, at 2 P.M.
"SEATTLE MARU"	T. Saito	SATURDAY, 19th April, at 2 P.M.

\* Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.  
† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.  
‡ Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

# SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAISO MARU"	Y. Yamamoto	WED'DAY, 29th Jan., at 10 A.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 2nd Feb., at 10 A.M.
"DAIGI MARU"	Y. Somekawa	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	WED'DAY, 5th Feb., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	FRIDAY, 31st Jan.

These Steamers of Coast and Formosa also have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER

Second Floor, No. 1, Queen's Building.

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS  
HOMeward PASSENGER SEASON 1913.

FOR MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH-TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Tons	Steamer	Tons	
ASSAYE	7500	February 1	MALOJA	12500
HIMALAYA	7000	February 15	MOREA	11000
DEVANHA	8000	March 1	MARMORA	10500
DELTA	8000	March 15	MEDINA	12500
INDIA	8000	March 29	Through Steamer	
ASSAYE	7500	April 12	MONGOLIA	10000
DEVANHA	8000	April 26	MACEDONIA	10500
CHINA	8000	May 10	MALWA	10000
DELTA	8000	May 24	MOOLTAN	10000
		June 7		
		June 22		

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

# LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

1 PROPOSED SAILINGS:

STEAMERS	Tons	Leave	Due	Due
		HONGKONG	MARSEILLES	LONDON
NOVARA	7000	January 22	February 23	March 5
SUNDA	5700	February 5	March 9	March 19
SAARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NANKIN	7000	March 19	April 20	April 30
NYANZA	7000	April 2	May 4	May 14
NORSE	7000	April 16	May 18	May 28
NILE	7000	April 30	June 3	June 13
		May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.00 SINGLE £82.10 RETURN.

2nd " £38.10 " £57.4 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU	16,000	WED'DAY, 29th Jan., at D'light.
	KAGA MARU	12,500	WED'DAY, 12th Feb., at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	YOKOHAMA MARU	12,500	TUESDAY, 28th Jan., at Noon.
	INABA MARU	12,500	TUESDAY, 11th Feb., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	9,600	WED'DAY, 12th Feb., at Noon.
	KUMANO MARU	9,300	WED'DAY, 12th Mar., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	TOSA MARU	12,600	SATURDAY, 8th Feb.
BOMBAY via SINGAPORE, and COLOMBO	KAWACHI MARU	12,500	MONDAY, 3rd Feb.
KOBE and YOKOHAMA	HITACHI MARU	12,500	THURSDAY 30th Jan., at 11 A.M.
SHANGHAI, MOJI and KOBE	TOTOMI MARU	5,000	WED'DAY, 29th Jan.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	9,300	WED'DAY, 12th Feb., at Noon.
SHANGHAI, KOBE and YOKOHAMA	KIRIN MARU	5,000	MONDAY, 3rd Feb.

\* Fitted with New System of Wireless Telegraphy.

\* Cargo only

# 1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMER	TONS	DISPLACEMENT	LEAVING HONGKONG.
MISHIMA MARU	16,000	...	29th January
KAGA	12,500	...	12th February
ATSUTA	16,000	...	26th February
HITACHI	13,000	...	12th March
MIYASAKI	16,000	...	25th March
KITANO	16,000	...	9th April
IYO	12,500	...	23rd April
HIRANO	16,000	...	7th May
TANGO	13,500	...	21st May

FOR AMERICA.

STEAMER	TONS	DISPLACEMENT	LEAVING HONGKONG.
INABA MARU	12,500	...	11th February
SHIDZUOKA	12,500	...	23rd February
TAMBA	12,500	...	11th March
AWA	12,500	...	25th March
SADO	12,500	...	4th April
YOKOHAMA	12,500	...	22nd April
INABA	12,500	...	6th May
SHIDZUOKA	12,500	...	20th May

For Further Information as to Freight, Sailing, &amp;c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1241.

111-12-13



